

MASON'S
DELICIOUS
O.K.
SAUCE.

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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	O																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Kowloon ...Dep.	8.40	8.05	8.30	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.30	5.45	7.30	8.45	9.10	10.00	10.15	1.15	2.35	3.00	4.

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 8 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 23 P.M.	No. 25 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	8.20
Shumshui ...Dep.	7.18	8.05	10.35	11.40	11.56	2.38	4.39	5.49	6.45	7.04
Shenggan ...Dep.	7.25	8.12	10.42	—	12.03	3.05	4.46	5.58	6.52	—
Fanning ...Dep.	7.30	8.16	10.47	—	12.07	3.10	4.50	6.00	—	—
Tai Po Market ...Dep.	7.40	8.26	10.57	—	12.18	3.21	5.00	6.10	—	—
Tai Po ...Dep.	7.44	8.31	11.01	—	12.22	3.25	5.04	6.15	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.35	3.39	5.17	6.28	—	—
Yauwatt ...Dep.	8.11	8.58	11.28	—	12.45	3.51	5.29	6.40	—	—
Kowloon ...Arr.	8.17	9.03	11.33	12.29	12.54	3.57	5.35	6.45	7.23	7.44

Q-SUNDAY AND PUBLIC HOLIDAYS ONLY.

—FIRST CLASS ONLY.

—WILL STOP AT ANY STATION ON REQUEST.

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from MESSRS. THE COOK & SON, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

R. BAKER, Manager.

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Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays 4.30 P.M. only)

HONG KONG-MACAO LINE.

From Hong Kong: 8 A.M. & 2 P.M. (Week days only) 2 P.M. (Week days only).

CURTAINED SAILINGS:—

WEDNESDAY, 11th JULY, 1928.

8 A.M. No Sailing to Macao. 2 P.M. No Sailing from Macao.

EXCURSION TO MACAO.

SUNDAY, 12th JULY, 1928.

Hong Kong to Macao: 9.00 A.M. "SUI AN"

Macao to Hong Kong: 3.30 P.M. "SUI AN"

RETURN SALOON PASSAGE FARE: \$5.00.

Above Sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

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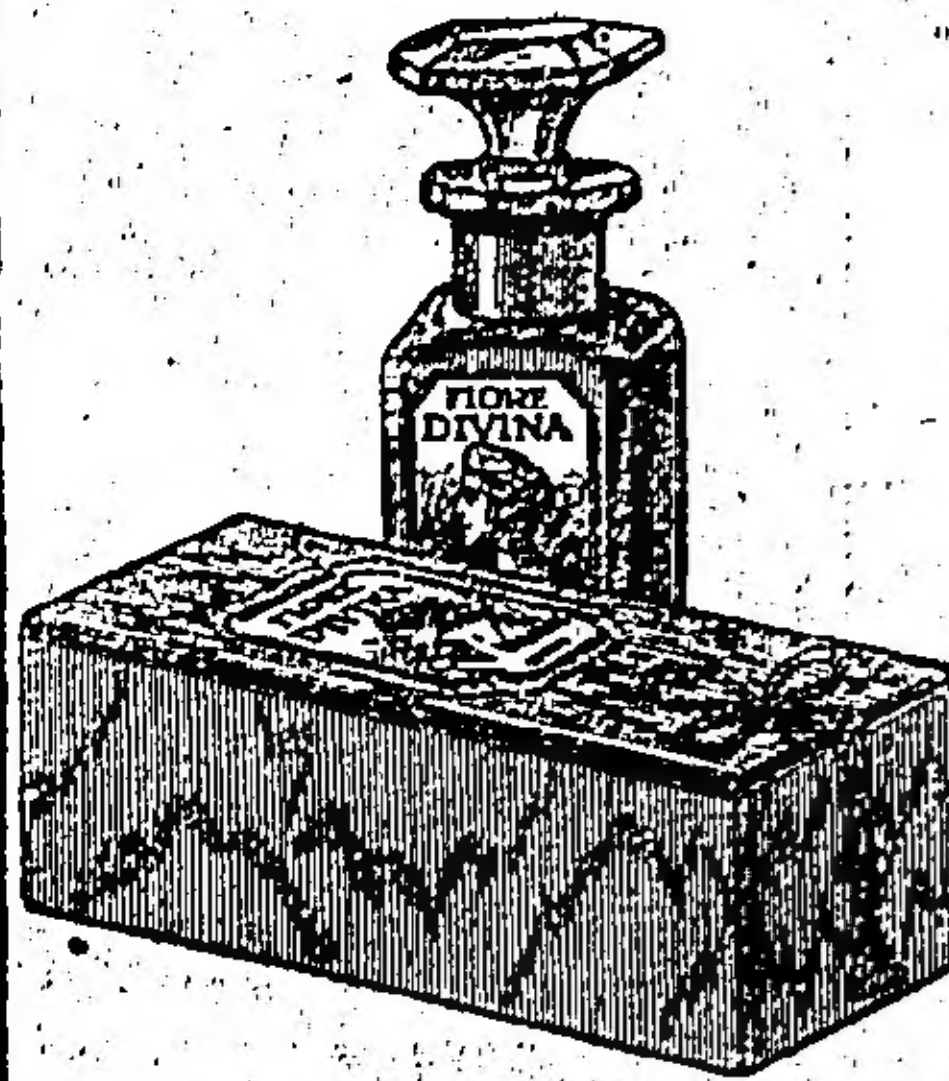
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KOWLOON.

TEL. K. 155.



THE PRIMATE'S SUCCESSOR.

BISHOP OF OXFORD IN THE LIST.

AN APPOINTMENT BEFORE NEXT SPRING.

LONDON, June 30th.

The retirement of Dr. Davidson, the Archbishop of Canterbury, is now regarded as only a matter of time by those who are in the best position to know.

The Archbishop has already announced that he will not preside over the next Lambeth Conference, which takes place in July, 1930. It is regarded as certain that he would give his successor at least 18 months to prepare for the conference. This would mean that the Archbishop's retirement would take place next February or before.

Dr. Davidson will celebrate his golden wedding in November, and there is this additional personal reason for carrying on for the next few months, apart from the interest of assisting in a decision as to the Church's policy regarding the new Prayer Book. The steps to be taken when the Archbishop retires are somewhat vague, as there is no precedent to go by. It is possible, however, that the Archbishop will submit a number of names to the Prime Minister for submission to the King.

The name of Dr. Strong, Bishop of Oxford, is being mentioned in Church circles as a possible successor, to the Archbishop. Dr. Lang, the Archbishop of York, and the Bishops of Manchester (Dr. Temple) and Durham (Dr. Hensley Henson) have also been mentioned.

ANOTHER GREAT STORES DEAL.

SUCCESS OF A YOUNG MAN.

Another amalgamation of great business interests in the realm of the London retail stores has taken place.

Messrs. Swears and Wells, the furriers of Oxford-street, have acquired the business of Messrs. Gooch, the outfitters of Knightsbridge, and also that of the Cavendish House Company, Cheltenham, one of the finest concerns of its kind in the West of England.

These flourishing businesses will henceforth be controlled from Oxford-street, with Mr. Cyril J. Ross (chairman of Swears and Wells) at the head.

It is provisionally announced that the popular daughter of a peer famous in the realm of politics has been engaged to preside over certain departments at Gooch's establishment, where she will have her own salon and be present daily to advise clients.

Organiser Of 34.

Mr. Cyril Ross, the organiser behind this great amalgamation, is a young man thirty-four years of age. "It is our aim," he said to a Daily Express representative, "to establish important branches at all leading provincial towns. We have already establishments at Manchester, Southport, Leeds, Bristol, Brighton and Southsea."

He is keen on the advancement of merit irrespective of priority of years and service. "All the heads of my departments are young men," he said. "Red tape and such things as promotion by age have no part in our scheme of things. Ability and merit are what count."

"Once, a boy who operated the lift suggested to me that the work he was doing was not a real man's job, and he thought he was quite competent to handle the keeping of stock records."

COSTS AGAINST THE POLICE.

MISTAKE IN MAKING AN ARREST.

ALIBI PROVED.

Ten guineas costs were allowed against the police by Mr. Gill, the Westminster magistrate, on June 14th, when he dismissed a remanded charge against Leonard Henry Langham, aged thirty-nine, salesman, of Longfield, Great Bookham, Surrey, of loitering for the purpose of betting at Knightsbridge.

The evidence of two policemen was that Mr. Langham was seen, at about 1.20 p.m. on Derby Day, to receive a slip from a man in the street. The man had been seen to write "Sunny Trace" on a slip—a police sergeant in plain clothes, looking over his shoulder the while—before handing it over.

Then, it was said, Mr. Langham went into a public house where another man gave him a ten-shilling note wrapped in a piece of paper. When he left the public house Mr. Langham visited a tobacconist, bought some cigarettes, and was arrested on leaving.

Denial Of Betting.

He at once denied the suggestion of betting, saying that a mistake had been made. Nothing was found on him relating to the charge, and a number of witnesses were called who said that Mr. Langham was with them in a public house at the time the police said they had him under observation.

Mr. Gill said he thought a mistake had been made. Mr. John Busse (harrier), defending, asked for costs, and said that gross negligence had been shown by the police. Mr. Langham was a man of unblemished reputation. Mr. Busse asked the magistrate to mark his disapproval of the way in which the case had been brought.

Mr. Barker (for the police) said the mistake, if there had been one, was an honest one. Mr. Gill said a mistake had been made, and he thought Mr. Langham ought to be indemnified—at any rate, to some extent—against his loss. The magistrate allowed costs as stated.

CONNOISSEUR THIEVES AT WORK.

SILVER TAKEN FROM COUNTRY HOUSES.

MOTORING GANG.

LONDON, June 14th.

A gang of thieves touring in a motor-car, and specialising in the theft of antique silver, is believed to be responsible for an unusual number of robberies.

Early yesterday morning thieves raided Northbrook House, Bentley, Hampshire, the residence of Mr. John Pyne, and stole silver and other articles valued at about £200.

Shortly after midnight a motor-car containing four men, was seen to stop near the house. It was then driven away, but returned a few hours later.

Passing motorists saw three men working at the car and singing, and one offered help, which was courteously declined. Meanwhile, a fourth man is believed to have forced the shutters of the library window and ransacked the dining-room and drawing-room. Flying Squad detectives are searching for the car in London, as it was last seen heading in that direction.

Two robberies investigated by the Berkshire police occurred within a short distance of each other. On Tuesday a quantity of silver was taken from The Knowle, Tilehurst, the residence of Mr. E. Vernon, while the owner was absent and the household staff were asleep. The Shrubbery, Burghfield Bridge, near Reading, the residence of Mr. W. G. C. Wyde, was also entered and the "valuables" stolen included medals, orders, and decorations of sentimental value.

Last Friday a house near Ascot owned by Col. Montague Brown was entered, and rings, bangles, and necklaces were stolen.

A member of a firm of insurance assessors said: "Silver articles, particularly antique silver, are hard to sell at good prices, and it is believed that most stolen silver is melted down before being disposed of."

DIARY OF EVENTS.

To-day.
(July 11th.)

Queen's Theatre: "A Little Journey."
World Theatre: "Wages of Virtue."
Star Theatre: "Wild Wild Susan."

Ten Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Outward: Europe via Marseilles (Hector), 10.30 a.m.

Thursday.
(July 12th.)

Queen's Theatre: "Mother Machree."
World Theatre: "Upstage."
Star Theatre: "Women Love Diamonds."

Ten Dance: H.K. Hotel, 4.30 p.m.

Friday.
(July 13th.)

Christian Fellowship Meeting
Helena May Institute, 10.30 a.m.
Queen's Theatre: "Mother Machree."

World Theatre: "Upstage."
Star Theatre: "Women Love Diamonds."

Ten Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: Europe via Negapatam, Letters only (Kidderport). Outward: Europe via Siberia (Sui Fang), 6 p.m.

Saturday.
(July 14th.)

Queen's Theatre: "Mother Machree."
World Theatre: "Upstage."

Star Theatre: "Women Love Diamonds."

Ten Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

BASEBALL:—Senior Division, Dragons v. Philippines Club; Junior Division, South China Scouts v. St. Joseph's.

TENNIS:—Second Division, Chinese R.C. v. Nippon Club; Craigengower v. Indian R.C.; Kowloon C.C. v. Royal Engineers; M.B.K. v. University of Hong Kong C.C. v. South China; Third Division, Kowloon Indians v. R.A.O.C.; Kennedy Road v. South China; Nippon Club v. Chinese "A"; Indian R.C. v. Kowloon C.C.; Chinese "B" v. Recreation "B"; Civil Service v. Recreation "A"; Y.M.C.A. v. Hong Kong C.C.

Principal Mails:—Outward: Europe via Marseilles (Kamo Maru), 9.30 a.m.; Europe via Siberia (Cardiganhire), 6 p.m.

Sunday.
(July 15th.)

Sixth Sunday after Trinity.
St. Swithin.

BASEBALL:—Senior Division, H.K.B.C. v. U.S. Navy; Junior Division, Kiora v. Y.M.B.A.

Ten Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Inward: Europe Europe via Negapatam, papers only (Hong Hua).

Monday.
(July 16th.)

Ten Dance: H.K. Hotel, 4.30 p.m.

Tuesday.
(July 17th.)

Ten Dance: H.K. Hotel, 4.30 p.m.

Principal Mails:—Outward: Europe via Marseilles (Anger), 2.30 p.m.; Europe via Siberia (Andre Lebon), 12.30 p.m.

Wednesday.
(July 18th.)

Ten Dance: H.K. Hotel, 4.30 p.m.
Principal Mails:—Outward: Europe via Vancouver and via Siberia (Empress of Asia), 10 a.m.

Gift Of Beauty Spot.

Mr. Neville Chamberlain, Minister of Health, attended the opening to the public of St. Ann's Hill, Chertsey, one of Surrey's beauty spots, which Sir William Berry has given to Chertsey.

The land adjoins the former residence of Charles James Fox, and consists of 2½ acres.

Mr. Chamberlain said Sir William Berry's gift was a national example. Lady Berry unlocked the gates of the hill with a gold key.

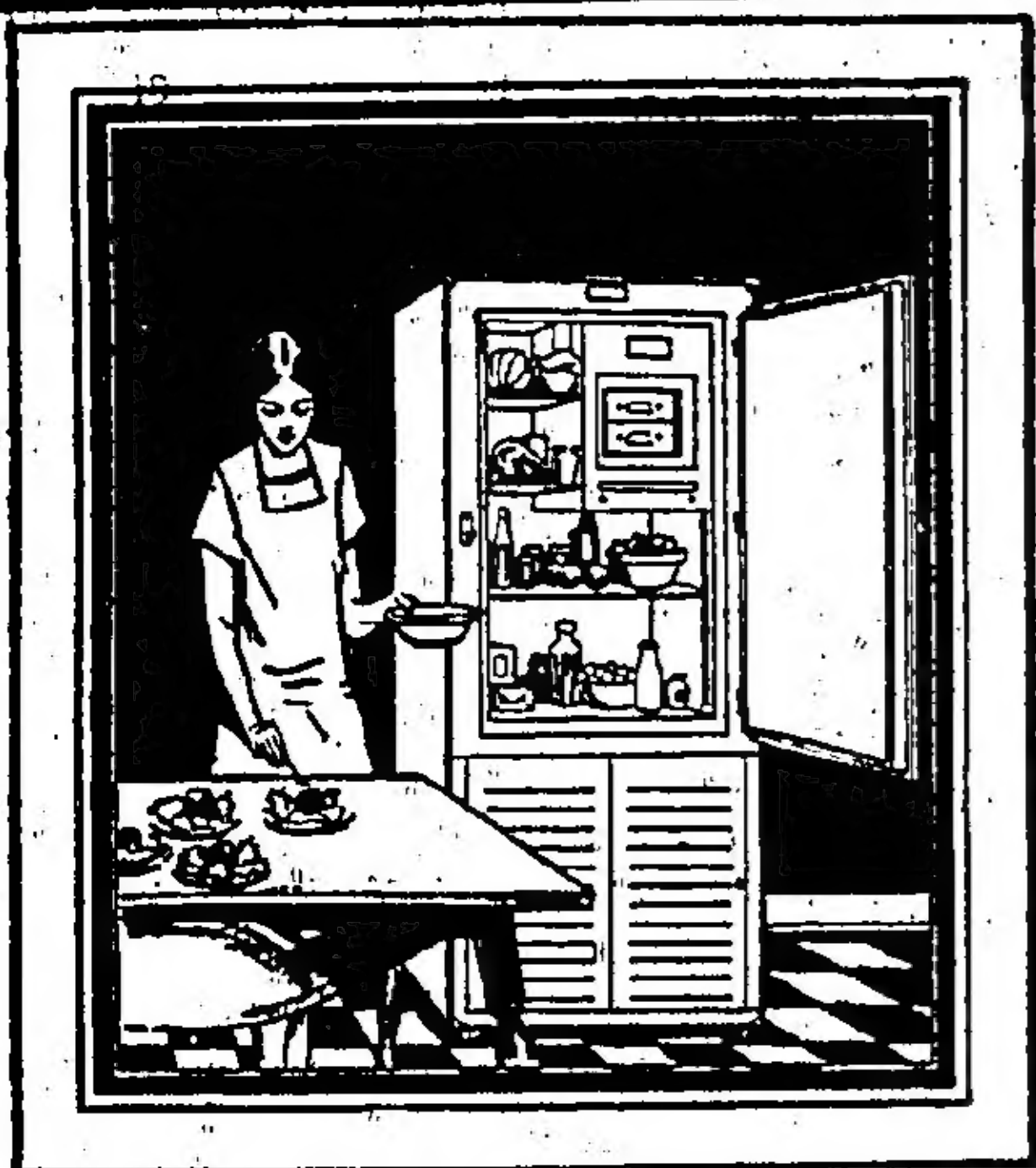
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HERCULANEUM WONDERS.

TREASURES OF 2,000 YEARS AGO.

BEAUTIFUL BURIED BUILDING.

EVE OF IMPORTANT DISCOVERIES.

[By ARNALDO CORTESE]

With the return of fine weather, archaeologists are again probing with renewed energy into the mysteries of the past, after the winter intermission.

Nowhere have excavations been resumed with greater energy than in Herculaneum. Professor Majuri and his assistants have the feeling that they are at the eve of important discoveries and are pushing the work of exploration on with the greatest speed consistent with the delicacy of the task.

The rainy months have been employed in the rough work of removing some 40 feet of solidified volcanic mud over a wide area, laying bare the so-called "archaeological stratum" which encases the ruins of the ancient Roman city. Now that the sun is shining, the finer work of delicately exploring this stratum inch by inch is about to begin.

The excavation was immediately continued to free one facade of a building and a beautiful portal was discovered, the exquisite proportions and delicate workmanship of which confirmed all previous estimates as to the value of the find.

Unfortunately, work had to be suspended at this point, as the whole building threatened to collapse. Several tunnels bored through the subsoil in the immediate vicinity in Bourbon times had so weakened its foundations that it was considered dangerous to remove any more of the volcanic mud which had supported the walls for so many centuries.

The intervening time was employed in filling in all tunnels in the immediate neighbourhood, in strengthening the foundations, and in removing the thick crust of solidified mud from over the whole of the area occupied by the building. This work was performed so quickly that about 200,000 cubic feet of volcanic matter was removed in three months and it is now possible to approach the building from all sides.

U-Shaped Structure.

The excavation has now proceeded to the ceiling of the first floor of the edifice. The excavators' efforts have been amply rewarded. There stands revealed a stately U-shaped structure occupying three sides of a large rectangular plot of ground. The few rooms which it has been possible to free of volcanic matter are large and imposing, with elaborately stuccoed ceilings, mosaic floors, and frescoed walls.

A graceful portico, supported by elegant columns, runs all the way round the internal court, which was doubtless occupied by a garden in Roman times. There are finely worked wrought-iron grilles at the windows.

Worthy of especial notice is a wooden staircase leading down from the first floor to the as yet unexplored ground floor. The staircase is almost entirely intact and only shows traces of burning.

In Pompeii—which was buried by burning cinders, while Herculaneum was smothered some days later by a stream of liquid mud—it is very rare to find any wooden objects, and the whole city was burned to the ground before being buried.

Statuettes Of Gods.

Other finds in this building include a number of statuettes of gods and goddesses—including a marble one of Paris about two and a half feet high—several bronze amphorae, large quantities of pottery, and many household implements of various kinds.

Professor Majuri believes that the building was some sort of a public office. He is led to this belief by the size of the edifice and by the elaborateness of its decorations, which are far superior to the ones usually found in private dwellings in Roman towns. This point, however, will probably be settled definitely in the near future, when the excavation of the whole building is completed. Possibly it may have been the Customs House, or something of that sort, as it is in the part of the city nearest the harbour.

The excavators are gradually approaching the buildings of the modern town of Resina, under the first of which it is believed that the "Decumanus Major," or main street of the ancient city, lies. This belief, naturally, whets the eagerness of the excavators, as it is impossible to tell what may be found when this street is reached.

Just at present the excavations are all in a portion of the city which, judging by the poor nature of the houses, was chiefly inhabited by sailors, dockers, and the like.

Evicting Townspeople.

When the houses of Resina are reached they will be torn down. A swampy tract of land between the present excavations and the sea has been filled in with materials extracted from the excavations. It is proposed to build houses for the evicted townspeople of Resina on this reclaimed tract step by step as the work of demolition proceeds. This, naturally, will be a slow process, but there is plenty of work to go on with for the present without beginning to tear any houses down.

Looking back upon the work which has been accomplished in the last year, it must be confessed that it has been somewhat disappointing as far as actual finds are concerned—to be the uninitiated, that is, who expected immediate results.

The work done, however, has been enormous. Hundreds of thousands of cubic feet of hard volcanic mud have been removed, laying bare large areas of the city, which will be explored in the coming months. Professor Majuri will this summer reap what he has sown in the last hard twelve months of consistent effort and toil, though silent and unostentatious, work.

GILDED TORTOISE.

250,000-A-YEAR WOMAN'S PET.

PARIS.
Miss Fanny Hurst, the American authoress, who is said to earn 250,000 a year, says that she finds Paris a most difficult place to work in because she has to fight hard against the temptation to go out and play, "and especially to buy clothes," she added.

Miss Hurst is said to be the most highly paid woman novelist in the world. She said:

My chief reason for coming to France is to study the French—and especially French women. They have some quality in their make-up which neither the American nor English woman has, something extraordinary subtle, and although I am getting to comprehend it I have not yet grasped it.

Fashion's Power.

"Of course, I shall look at the fashions while I am in Paris. Like every other woman, I like frocks. And, talking of fashion, I find it most extraordinary when I see how it has changed the biology of woman; even the structure of her bones is different to what it was 15 years ago.

But, in spite of what is said about the influence of woman on fashion, I do not think they have any. They never impress themselves on it—they simply follow it.

At this juncture Miss Hurst lifted from an ashtray a small tortoise, (Continued at foot of next column.)

G. B. SHAW AND THE CHIEF CONSTABLES.

A PIQUANT CONFESSION.

HARBOUR.
"During 20 years' motoring I have been only once prosecuted," Mr. George Bernard Shaw told the conference of the Chief Constables' Association and the Association of Police Authorities.

"I was informed," he said, "that I had passed through a police control at 27 miles per hour. The constables were greatly pleased when they got my name, because they knew they would be in the papers next day. I was greatly pleased that they had not got me half an hour before, when I was driving at 50."

Mr. Shaw confessed that he had never driven without breaking the law.

How To Control Theatres.

There were still, he said, theatres in this country that were very little more than disorderly houses. He added:

The proper way to deal with the theatre question is for the theatre to be licensed by the local authority from year to year. In London a sort of municipal control of the music-hall has been undertaken and a most extraordinary transformation effected.

whose shell was gilded and encrusted with small red stones. "I cannot take a dog with me on my travels," she explained, "so I bring 'Diamond Jim'."

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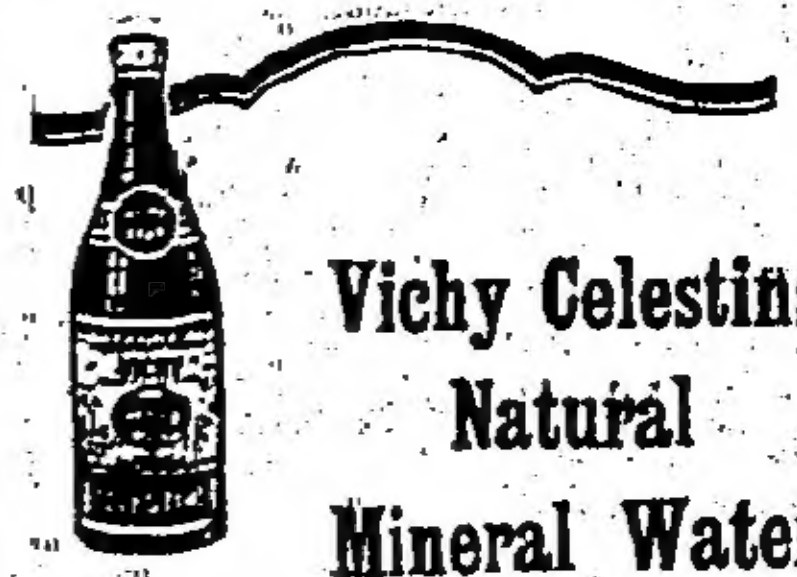
July 10th, 1928.	
A.K. Bank	\$1,270 buy, 1,285 sel.
Do.	London 2,135 buy.
Chartered Bank	2,221 buy.
Mercantile Bank of India	2,235 buy.
Do.	C. 2,144 nom.
P. & O. Bank	2,244 nom.
East Asia Bank	375 nom.
Canton Insurance	\$320 sel.
Union Insurance	\$334 buy, & sa.
North China Ins.	Tls. 144 buy.
Yangtze Insurance	M. \$30 nom.
China Underwriters	\$255 sel.
China Fire Insurance	\$225 buy.
Hong Kong Fire Ins.	\$123 nom.
H.K. Realties	\$7 sel.
H.K. Steamboats	\$24 sel.
H.K. Tugs	\$2 nom.
Lido-China (Frd.)	\$384 buy.
Do. (Dtd.)	\$70 buy.
Shell Transport	102 nom.
Waterboats	\$204 nom.
Benguet	\$14 buy.
Kailan Mining Admin.	\$60 nom.
Langkai (combined)	Tls. 130 nom.
Do. (single)	Tls. 144 buy, 144 sel.
S'hai. Exploration	Tls. 248 buy.
Shanghai Loans	Tls. 34 nom.
Bank	\$44 nom.
Truist Mine	17/8 nom.
H.K. & W. Wharfe	\$128 buy, 137 sa.
H.K. & W. Docks	\$40 buy.
China Provident	\$5 buy.
Hongkong	Tls. 156 nom.
New Engineering	Tls. 6 nom.
Shanghai Dock	Tls. 1054 nom.
Sw. Cottons	Tls. 83 buy, 9 sel.
Do.	83/30 sa.
Oriental Cottons	(Tls. 34 buy, 2/35 sa.)
S'hai. Cottons (old)	Tls. 51 nom.
Do. (new)	Tls. 27 nom.
H.K. & S. Hotels	\$3.90 buy, 9.15 sel.
H.K. Lands	\$684 sa.
Shanghai Lands	Tls. 130 buy.
Humphreys Estates	\$144 buy, 144 sel.
H.K. Realties	\$3 sel.
H.K. Tramways	\$24.85 buy.
Peak Tram	\$13 buy.
Do. (new)	\$8 nom.
Star Ferry	\$64 buy.
China Light	\$11.80 buy, 11.85 sel.
Do. (new)	\$11.70 sel.
Do. (1928 issue)	\$11.80 nom.
H.K. Electric	\$491 sel.
Do.	(new) 491 sel.
Macao Electric	\$184 buy.
Telephones	\$5.60 nom.
China Buses	Tls. 10 buy.
Singapore Tractions	11/3 nom.
Do. (Frd.)	17/8 nom.
China Sugar	\$2.70 nom.
Malacca Sugar	\$244 nom.
Canton Loan	\$31 buy.
Cemeter (combined)	\$2.45 buy.
Do. (old)	\$3.40 nom.
Do. (new)	\$1.65 buy.
H.K. Bonds (old)	\$8 buy.
Do. (new)	\$8 nom.
United Assurance	\$10 nom.
Dairy Farms	\$11.90 buy, & sa.
Watsons	\$14 sel.
Det. & Wings	\$30.50 nom.
Lane Overland	\$21 sel.
Macmillan	\$20 nom.
Globe	\$4 buy.
Wm. Powell	\$3 buy.
H.K. Amusements	\$30 sel.
H.K. Constructions	\$1 sel.
Esque. Loans G.S. Bonds	68% buy.
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Copenhagen	18.20
Oslo	18.21
Vienna	34.545
Prague	184 1/2
Helsingfors	192 1/2
Madrid	20.495
Lisbon	27/32
Athens	37 1/2
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Rio	5.57/64
Buenos Aires	47.7/18
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Shanghai	2/8
Hong Kong	2/0 1/2
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Silver (forward)	27



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A SEA ROMANCE THAT WENT WRONG.

£500 DAMAGES.

Miss Bella Reid, of Elthiron-road, Parson's Green, Fulham, S.W., claimed damages for alleged breach of promise of marriage from Mr. Frank Gray, of Piccards House, Bridge-street, Guildford, Surrey, before Mr. Justice Hawke and a common jury. Sir Henry Maddocks, K.C., for Miss Reid, said that she was now aged 38. Mr. Gray, who was 60, was a retired captain in the Merchant Service, with considerable means.

Miss Reid, who was then employed as companion to a woman, first met Mr. Gray in 1915 on a voyage from India to England, she being 23 and he a widower of 47. He proposed to her, but she refused him.

In 1918 they met in London by appointment and he introduced her to his two daughters—"two very nice girls," said Sir Henry. She ultimately learned that he had married again. In 1926 he wrote stating that he was obtaining a divorce.

In December of that year he wrote to her in America saying that at long last he was a free man. "I am not a young man," he wrote, "but I do want the companionship of a good woman like yourself. It sounds like a business proposition writing in this manner. . . . You never told me whether you are domesticated and capable of managing a home of your own. Tell me in your next."

In another letter he wrote: "My dearest old girl—I am looking forward anxiously for a reply to my last letter asking if you are prepared to look after your old man for the rest of his life, care for him, keep his feet warm." He underlined the following passage: "Try me, Bella, and I will not fail you in any respect."

"Wink"

In reply to this she wrote to say she would marry him. Miss Reid returned from the United States to marry Mr. Gray. She visited him at Guildford and thought he was on rather too familiar terms with his housekeeper. He told her not to pay attention to that, and to call the housekeeper "Wink."

Giving evidence, Miss Reid said that Mr. Gray met her in his motor-car and drove her to Guildford, where he had a very nice detached house furnished with wonderful taste. In every room there was a picture of a woman. He gave her to understand it was the picture of his mother, but she later saw that it was a picture of his housekeeper.

He addressed the housekeeper in a most intimate manner. Later he wrote saying he had given the housekeeper notice, and it was arranged that he and Miss Reid should be married in a few days. He, however, called on her at her sister's and told her that the marriage was "absolutely off." He gave his health as a reason. She suggested she should act as his housekeeper until he was well enough to marry, but he would not consent.

Later she called at his office at Guildford, he being in business as a builder and contractor, and reminded him that she had given up her position in the United States and said that if he did not give her a doctor's certificate showing the state of his health she would go to law. He said that if she took legal proceedings he would shoot himself.

Cross-examined by Mr. Wilfrid Lewis, Miss Reid said she had no receipts for the £220 she had spent on clothes and in respect of which she was claiming special damages. Mr. Gray had told her not to spend a great deal of money on clothes.

Mr. Lewis: "You did yourself pretty well on dresses—eight previous to leaving America?—Yes, I left America in the heat of June and I had to have four white dresses for day wear."

Offer After Writ.

Mr. Lewis: Why did you refuse to marry Mr. Gray when he offered through his solicitors after the issue of the writ—I wanted a doctor's certificate, as proof of his health. I wanted my life made safe in his keeping.

Mr. Gray, in evidence, said he considered that to have married Miss Reid in his then condition would have been a criminal act. The offer to marry her he later made through his solicitors was perfectly bona fide.

(Continued on next Column).

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. R. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Wednesday, July 11th, at 8 p.m. sharp. All members of the Chinese and Indian Companies who have not yet passed Part II of Training Course must attend.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, July 12th, at 5.30 p.m. sharp for Squad Drill under Sergt. Condon. Dress: Mufti.

Chinese Company.

Advanced men of the Chinese Company to be detailed by the O.C. will parade at the Police Training School, Kowloon, on Wednesday, July 11th, at 6 p.m. sharp for Extended Order and Baton Drill under Inspector Paterson. Dress: Mufti, rifle, side-arms, and truncheon to be carried.

Indian Company.

Strength: Constable R230 R. P. Ghilote is permitted to resign as from June 30th.

Flying Squad.

Leave: Constables R304 Lam Chung Mow, R305 Lo Shiu Wah, and R344 Poon Lok Chi have been granted one month's leave of absence from the Colony commencing July 8th.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, July 12th. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

Revolver practice will be carried out at Kennedy Road Range on Wednesday, July 11th, at 5 p.m. Members will assemble at the range at that time with their revolvers, belts and holsters.

(Sgd.) W. KENT, A.S.P., Adjutant.

Hong Kong, July 10th, 1928.

NO MARRYING UNDER 21.

WOMEN'S CONGRESS PROPOSAL.

The conference of the Women's Co-operative Guild at Plymouth ended on June 14th.

The age of marriage was one subject discussed. It was stated that Great Britain and the Dominions were among the group of countries with the lowest marriage age. It was asked at first that the age should be raised to 16 for girls instead of 14 and 18 for boys instead of 16, but it was decided after heated discussion to pass a resolution asking the Government to raise the legal age of marriage to 21 for both sexes, as it was said the young people under that age knew very little of the meaning of marriage. This resolution was passed unanimously.

At the request of Sir Henry Maddocks, Mr. Gray wrote down the name of the disease from which he suffered, and the paper was shown to the jury.

Further cross-examined, Mr. Gray said he did not get on affectionate terms with Miss Reid when they met on board ship in 1915.

Sir Henry asked him, how he reconciled that answer with a letter of his to Miss Reid at the time, saying:

"Of course, you are quite right in what you say about mothers liking to see the man their daughters are to marry."

"I am certain I could convince your mother there is not another man in the world she could choose better than I am."

This is, of course, blowing my own trumpet.

Mr. Justice Hawke: That sounds rather as if you contemplated marriage?—It does, but I have no recollection of it.

Sir Henry: Your letter goes on: "I should also explain—it was not her I was asking to marry but her daughter Bella."

"I think most girls like to be asked to be married at least once in a lifetime."

The Housekeeper.

Mr. Gray said that he had not the faintest recollection of it.

Miss Reid's offer to be his housekeeper till he was fit to marry was an attempt to nail him down.

She insisted on conditions he could not agree to, including the discharge of his housekeeper.

Sir Henry: Did you expect to keep a wife and a housekeeper? Many men keep a housekeeper as well as a wife.

Were you contemplating retaining the housekeeper if you married Miss Reid?—Yes.

The jury found a verdict for Miss Reid, assessing damages at £500. Judgment accordingly, with costs.

THE WORLD'S AIR PROGRESS.

BATTLE FORCES.

THEIR ADMINISTRATION AND FUNCTIONS.

[BY LORD THOMSON (FORMERLY BRITISH MINISTER FOR AIR).]

Although the World War gave an immense impulse to aviation; one feature of its aftermath may quite conceivably have an opposite effect. That feature is the dependence of the aircraft industries in the principal victorious belligerent States on orders for military machines. In Great Britain, France, Italy, and the United States, and probably in Russia, the demand for these is far greater than it is for commercial aircraft, and, naturally, the industries concerned are organised so as to supply it.

Performance And Design.

As a consequence, an unduly large proportion of the time and money of designers and constructors in all these countries is devoted to the production of machines, fitted with powerful engines, capable of high speed at altitudes of 10,000 or 15,000 ft., and handy to manoeuvre. It is, of course, essential that military aeroplanes should be designed for this "performance," but there is undoubtedly too marked a tendency in all countries with Air Forces to sacrifice the general and more scientific development of aviation to the power and speed required in aeroplanes designed for air warfare.

This is undesirable from every point of view and must, ultimately, react unfavourably on Air Forces. After all, the real significance of aviation is that it is a means of transportation, and its future will depend on whether or not it will be made both safe and cheap. To starve the research work necessary to secure these two conditions, because of the greater demand for machines with exceptional performance, would be a short-sighted policy. It is probably true to say that the claims of military and civil aviation can best be met and equitably adjusted if both are administered by the same department under a Secretary of State. This is the system of Great Britain.

Administration Of Air Forces.

Various methods of administering Air Forces exist at present. In Great Britain, the Air Ministry controls all branches of military aviation. This organisation was established under the stress of war, after two alternatives had been tried and failed, and emerged triumphantly from the severest of all tests. Nevertheless, it still has critics, some of whom want separate naval and military air arms, as in the United States, while others would like to place military aviation under one of the older Service Departments, as in the case in France. Italy has followed the example of Great Britain in this respect, and Signor Mussolini is himself the Secretary of State for Air.

Functions Of Air Forces.

Perhaps the explanation of the persistence of so many different solutions of the same problem is that the functions of the Air Forces in the countries mentioned are different. The British Air Force, for example, not only provides eyes and ears for the sea and land forces, it is also the first line of home defence and responsible for policing and protecting territories like Iraq, Trans-Jordan, and the Aden Hinterland. If it were split up between the Army and Navy, overlapping, confusion, waste, and consequent loss of efficiency would be inevitable, and if it were put exclusively under either a paralysing jealousy would be excited.

In France, on the other hand, the Air Force is supreme; the people look to it for security from invasion, and regard the Air Force as an auxiliary and subordinate arm. They may be mistaken, but, this being their attitude, it is only logical for the French War Office to administer the French Air Force. This arrangement does not suit the French Navy, whose complaints are loud and long.

The system which obtains in the United States was tried in Great Britain before and during the early part of the World War, with unsatisfactory results. To judge by the Report of one Commission, it does not work well in America; but the frank disclosures of the Report in question caused such dismay in influential quarters that a white-washing Commission had to be appointed. For the present the United States are practically immune from air attack, and for this reason a peacetime administration can be tolerated. With the further development of military aviation, and more particularly of airships, the authorities in Washington will almost certainly be forced to tighten up the organisation for air defence.

Size Of Air Forces.

France maintains the largest Air Force in the world, with 1,350 first-line machines. Italy comes second, unless Russia can lay claim to that position—some authorities declare that the Russian Air Force comprises 950 military aeroplanes.

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Great Britain has over 750 machines in various parts of the world, and the numerical strength of the Air Force in the United States is approximately the same.

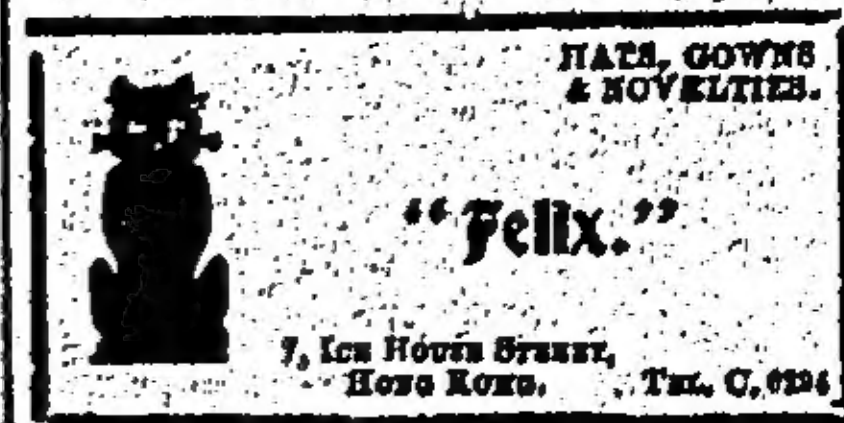
Numbers are not the sole criterion, however; ground organisation and reserves have also to be considered. Although Germany has no Air Force at all, she possesses a large and efficiently organised air transport system, which constitutes a national reserve.

Air Forces As a Deterrent.

Speaking generally, the size of an Air Force is determined by the functions it has to perform. Those functions are nominally defensive, but since the "only defence against air attack is counter-attack," the problem becomes extremely complicated. In its simplest terms it may be expressed as follows:—Nations maintain Air Forces which, in the opinion of competent advisers, are adequate to serve as a deterrent to any hostile action on the part of a State within striking distance by air.

Needless to say, expert opinion on such a point as this is seldom, if ever, unanimous; but in spite of the vagueness of the term "deterrent," reprisals, even by a numerically inferior Air Force, are so dreaded that the most powerful States would hesitate before provoking them.

With the cultivation of "air sense" among civilised people, and a wider comprehension of the uses and opportunities of aviation, it may be hoped that its abuse will come to be regarded as an international crime.



GRANDEST OLD SOLDIERS.

30 ON PARADE AT AGE OF 70.

FINEST IN WORLD.

LONDON, June 14th.

Medieval pageantry was re-enacted yesterday morning in the tree-surrounded garden of Clarence House, St. James's Palace, when the Duke of Connaught inspected the King's Body Guard of the Yeomen of the Guard.

Round the garden these eighty veterans of the British Army marched to the music of the Irish Guards' drum and fife band. Everyone was a picked ex-noncommissioned officer, and all had seen war service in some part of the world.

As they drew up in two lines, waiting for the inspection, the privileged crowd in the garden noticed their square-cut beards above their white ruffles, their Tudor hats of black, with a band of red, white, and blue roses, the brightness of the gold facings on their tunics, their red stockings and old-fashioned black shoes.

Then, upright and military in bearing, came the Duke of Connaught in the undress uniform of a Field Marshal. The royal salute and the presenting of pikea followed, and then the inspection. The Duke said:

You, the Yeomen of the Guard, represent the greatest body of old N.C.O.'s in the world, a body to which the country owes so much for its loyalty, devotion, and example to men. I congratulate you on your turn-out. You have shown a specimen of the smartness and discipline which has survived from the example which you set to the men of your regiment during your Army service.

Among them were two aged 85, several aged 80, and nearly thirty who were more than 70. And not one faltered in the heat of the sun.

A man instinctively takes a



Hat in preference to any other

This accounts for the mistake made by a gentleman at the Golf Club House, Deepwater Bay, on Monday evening.

These Hats are also obtainable at

Mackintosh & Co. Ltd.
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

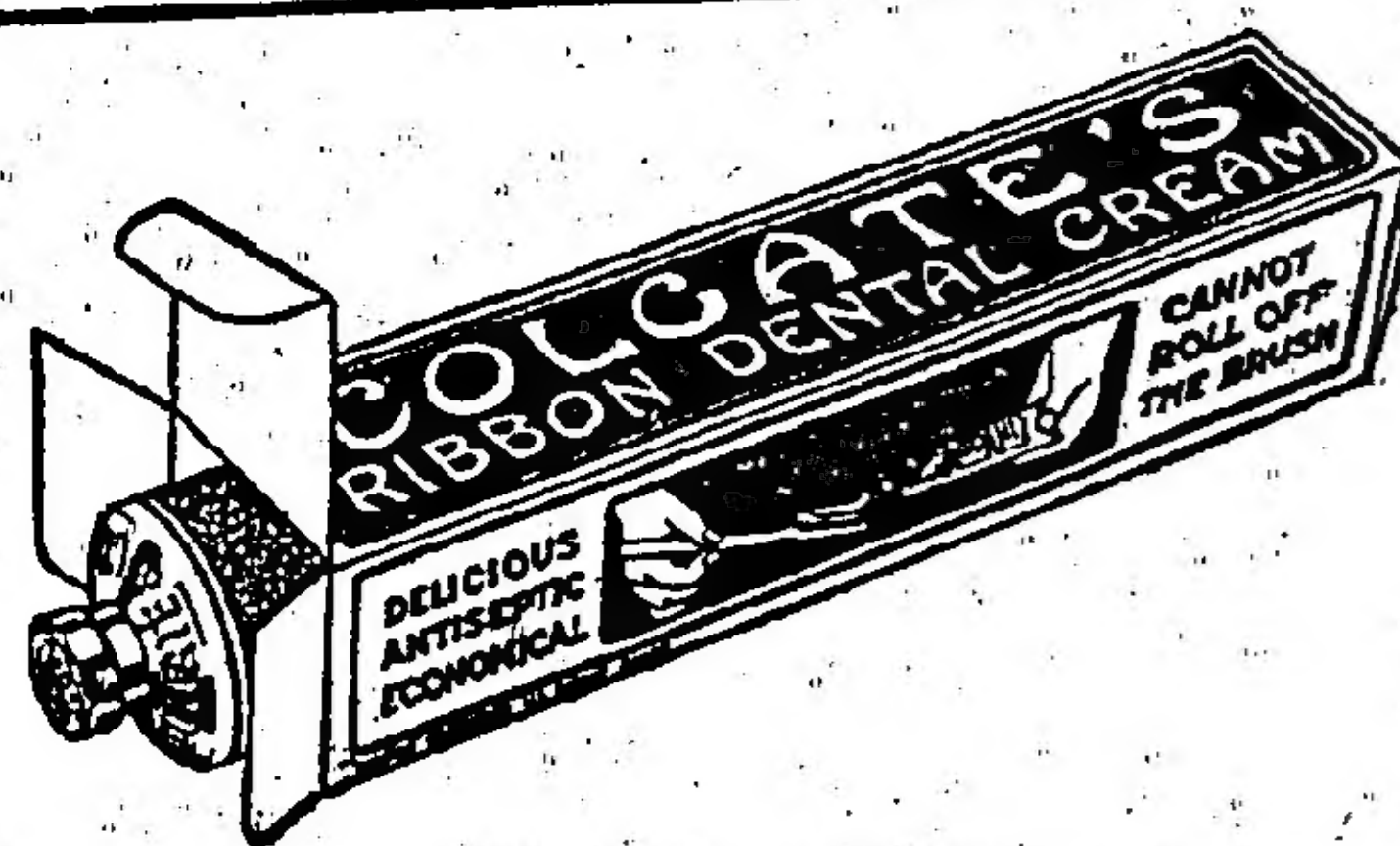
ACME STEEL STRAPS

a fast and efficient method of reinforcing fibre boxes, crates, bales, bundles and wood-boxes.

ACME TACK-POINT FASTENERS

more easily driven and greater holding power.

J. M. DA ROCHA & CO., Agents.

FIBREBOARD PRODUCTS CO. OF SAN FRANCISCO.
ACME STEEL CO. OF BROOKLYN, NEW YORK. [8160]

COLGATE'S
RIBBON DENTAL CREAM

OBTAINABLE AT ALL STORES.

SOLE AGENTS:

HONG KONG TRADING CO., LTD.

WHITEWAYS

The W.L. Range of
HEMSTITCHED
TURKISH
TOWELS

WE HAVE RECEIVED A FULL RANGE OF OUR WELL KNOWN "W.L." TOWELS

No.	SIZE	PRICE
W.L. 116" x 30"		45 Cts. Each
" 318" x 44"		75 Cts. "
" 422" x 44"		1.00 "
" 524" x 50"		1.25 "
" 627" x 52"		1.50 "
" 728" x 50"		1.75 "
" 828" x 54"		1.95 "
" 1028" x 58"		2.75 "
" 1230" x 60"		3.50 "

HEMSTITCHED

"W.L. H.S. 24" x 45"	1.75 Each
" 28" x 54"	2.50 "
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ENGLISH MADE FROM FINEST QUALITY COTTON

THE "MAXIMO" COLOURED
BATH SHEET AND BATH TOWEL
SUITABLE FOR BATHING EXTRA
STRONG AND DURABLE.

BATH TOWEL 28" x 50" 1.50
BATH SHEET 46" x 72" 3.75

FIRST FLOOR SHOWROOM

WHITEWAY, LAIDLAW & CO., LTD.

MODERN MORALS.

MIDDLE AGED NOVELIST'S DISMAY.

ATTACK ON "THE CONSTANT NYMPH."

LONDON, July 10th.
Urgent action by all the Christian Churches is needed if the morals of the young are to be safeguarded against the "corrupting influences" of the films, stage plays, novels, and much of the periodical literature, according to a warning sounded by Katharine Tynan, a well-known novelist, who is a Catholic.
"Insidious corruption has been going on since the war," declares Mrs. Tynan in a widely published open letter. "The sense of moral value has been blunted not only in the young but in their elders, who should protect them."
"It needed to be a clear-cut issue. If one took pleasure in evil, one did it with one's eyes open. But of young people who have seen an evil play, read an evil book, looked at an evil film, and turned easily to their prayers afterwards: It is a spreading sickness, and when the process is complete the mind is unaware of its own sickness."

The Young Being Polluted!
"What are the shepherds of the flock doing?"
The young of the flock are being polluted. We want a definite pronouncement of the German Catholic manner: Such and such things are not for Christian people. We betray our Master when we go after them.

"We want a new crusade, and for the young especially, we want to know where we stand. Conscience all around has been getting blunted since the war. The young claim their right to a knowledge of good and evil, and are not satisfied with the knowledge. It is given to them very often before they can judge."

Bad For Children.

"I was aware not long ago of girls of fourteen and fifteen discussing with their elders, eagerly and passionately, such a play as 'The Constant Nymph,' which however good as art, is certainly not good for children."

Mrs. Tynan goes on to say that there are worse plays than 'The Constant Nymph,' with its confusion of right and wrong, and that they are all crowded by women.

"Let us have direction from those who should give it," Mrs. Tynan concludes her letter. "Let us not depend upon a doubtful time when the unwholesome appetite will be sated and the sick stomach crave wholesome food. Direction, and leading light are waited for. Let us know where we must range ourselves—under the standard of Christ, or on the side of Satan."—*United Press.*

PUBLICITY FOR THE YOUNG.

STATE OWNERSHIP PROPAGANDA.

NEW YORK.
"Catch them young" is the latest slogan of American advertisers. The private companies that control the water power of New York State are waging a bitter fight against Governor Smith's proposal for State ownership, and they decided to teach school children the benefits of private ownership.

For this purpose the companies prepared two text-books, "Know New York State" and "Servants of Progress." More than 100,000 of these two books were printed and distributed among 500 schools.
The Federal Trade Commission which is investigating water power and public utility propaganda in this State obtained this information when it cross-examined Mr. F. W. Cronk, who organized publicity for the gas and electric companies.

His bureau, said Mr. Cronk, distributed text-books for use in high schools of the State and sent lecturers to schools and colleges to explain the benefits accruing to the public from the private ownership of gas and electricity throughout the State.

Fair Or Unfair?

When Judge McCulloch asked Mr. Cronk what was the object of distributing books among high school children, he replied that he thought the information was something they should know.

It appeared further that Mr. Cronk had prepared a report on 25 text-books used in schools which touched on subjects in which private gas and electric companies were interested. These books were labelled fair or unfair by Mr. Cronk.

Finally the report complained that many teachers were Liberals and Radicals teaching and talking "matters subversive of the foundation of the principles of American Government."

JUDGE'S FREE FILM SHOWS.

TRAVELLERS AFTER DEATH.

PLAGIARISM OF "OUTWARD BOUND"?

Mr. Sutton Vane, of Harrington-court, Kensington, W., claimed an injunction against Famous Players Film Company, Wardour-street; the Paramount Famous Players Lasky Corporation, of New York; and Famous Lasky Film Service, Ltd., of Wardour-street, to restrain them from making and selling copies of the fourth or fifth reels of a cinematograph film entitled "Feet of Clay," by means of which Mr. Vane's dramatic work "Outward Bound" might be infringed.

Mr. Justice Astbury: Is this the case in which I went to see the film accompanied by Edgar Wallace? Mr. Luxmoore (for Famous Players): No. That was "Love, Life, and Laughter."

Mr. Justice Astbury: I think this is the only film I have ever seen without paying anything. Mr. Luxmoore: No, you went with Mr. Edgar Wallace to see Miss Betty Balfour in "Love, Life, and Laughter."

Mr. Justice Astbury: Then I have seen two films for nothing. Mr. Archer, K.C. (for Mr. Vane) said he would prove that Mr. Vane's play was run in America in two places at the same time as the film was being "shot." He was also going to prove that Mr. Lasky saw the play "Outward Bound" in New York and discussed it with his producer at Los Angeles before the film was "shot."

Film Ingredients.

He added that Famous Players alleged that their work was founded on the works: "Across the Border," "Cockaigne," "Romeo and Juliet," the Book of Revelation, chapter 20, one of Hans Andersen's fairy tales, a poem by Leigh Hunt, Dante's "Inferno," the Gospel of St. Matthew, the Epistle to Timothy, the Prayer Book, the General Confession, in the Order for Morning Prayer in the Church of England Prayer Book, a motion picture "Civilisation," and the book "A Household on the Styx." There are 37 of these things which moved them to produce the work of art of which we complain.

Mr. Justice Astbury: The idea in the play is that two people supposed to be dead are travelling to their destination. They pass before an examiner who says, "I can't deal with you because you are not on my list." That appears in both the film and the book. Surely it is for the defendants to show how they got that apart from the book. The novelty is that people are turned back because they are not on his list. I may know nothing about literature, but I have read the Book of Revelation, and I have never seen anything like it. Mr. Vane Hunt Sutton Vane gave evidence and the hearing was adjourned.

M.P. WINS CLAIM.

SCOTCH WHISKY FOR THE U.S.

Judgment was given in the action in which Sir Harry Foster, M.P., of Buckingham-gate, S.W., claimed damages for alleged breach of agreement, and the return of a bill of exchange for £25,000. The defendants were Messrs. J. D. Driscoll and A. S. Miller, trading as the Tower Trading Syndicate, Harrogate, E.C., Mr. F. A. Lindsay, whisky merchant, Mark Lane, E.C., and Mr. A. H. Attfield, of Worthington.

A scheme to purchase 7,500 cases of Scotch whisky, which was intended should be shipped to the United States, was financed by Sir Harry Foster, but as the whisky was never got out of bond the project was not carried out.

Mr. Lindsay, the holder of the bill for £25,000, sued the acceptor, Mr. Attfield, and the drawer, Sir Harry Foster, and in a third action, relating to a bill for £4,812, the drawer, Mr. Lindsay, sued the acceptors, Messrs. Driscoll and Miller and Mr. Attfield.

Mr. Campbell Lee, an English and American lawyer, stated that under United States law the importation of alcohol for beverage purposes was illegal.

"I am satisfied," said Mr. Justice Wright, "that Sir Harry never acquainted himself with the details of the business at all, but left it entirely, as he was bound to do, to the members of the syndicate and to whoever was chosen to carry out the transaction on the other side."

His lordship held that Sir Harry Foster was entitled to a declaration that there were no rights to be enforced against him. Sir Harry was not responsible on the bill for £25,000, which was drawn on unstamped paper and was invalid. The action against Mr. Attfield in respect of the bill for £4,812 also failed. The declaration claimed by Sir Harry Foster would be granted, and the bill delivered up for cancellation.

The question of costs was reserved.

"A LITTLE JOURNEY."

LOVE STORY IN A PULMAN CAR.

AN AMERICAN "YOUNG LOCHINVAR."

[BY OUR FILM CRITIC.]

It is only "A Little Journey" nowadays from England to America and most English people who see the film of this name at the Queen's will probably hope that it may never be made shorter. America has doubtless much to teach us but surely not methods of love making. "They will be fighting in six months," said a dry voice as the curtain closed on the last embrace, and after seeing the way in which the courtship was conducted I felt that was right and realised why fifteen per cent. of American marriages end in divorce.

Claire Windsor, the pretty young actress with bobbed fair hair, goes from New York to San Francisco by train to marry a charming elderly man who can give her all the luxury she is used to and who loves her devotedly. At the station she is observed by William Haines, who as George Manning, poor in pocket but not in self esteem, sets out to "mash" her. Miss Windsor behaves as most well brought up young English women would do, but Mr. Haines who is one of the "pretty boys" so popular on the screen just now, loses no opportunity of forcing his attentions.

But you must not be insular and run away with the impression that George Manning is a cad, he is on the other hand the hero. The girl loses her bag and despite her protests he pays for her ticket, and makes her accept it by preventing her from leaving the train. Gradually she realises that although he has been badly brought up he does not mean to be offensive and treats him with becoming friendliness until at the first opportunity he roughly kisses her. I rather expected to see Mr. George Manning turned off the train, at the next station and the elderly fiancé or a more gallant young man put in a tardy appearance as hero. Not a bit of it, George bounced up again and when a few more pictures had flicked by he was holding the girl in his arms and exchanging embraces. Alec Smith the fiancé only appears to make a graceful gesture of renunciation and leave the young people to their "six months' bliss. If "George Manning" makes the "little journey" to England he will have to change his tactics for they are hardly likely to be so successful there.

The film is very well photographed, the acting is good and all you have to do is to remember that your English standards are very old fashioned, and then you may enjoy it.

HONG KONG & SHANGHAI BANK.

INTERIM DIVIDEND OF £3 PER SHARE.

The Court of Directors of the Hong Kong & Shanghai Banking Corporation announce that an interim dividend of £3 per share subject to the deduction of Income Tax has been declared for the half year ending June 30th, 1928, at the rate of 2s. 6d. per dollar.

The dividend will be payable on and after Tuesday, August 7th, at the Bank where shareholders are requested to apply for dividends.

SHANGHAI DOCKS.

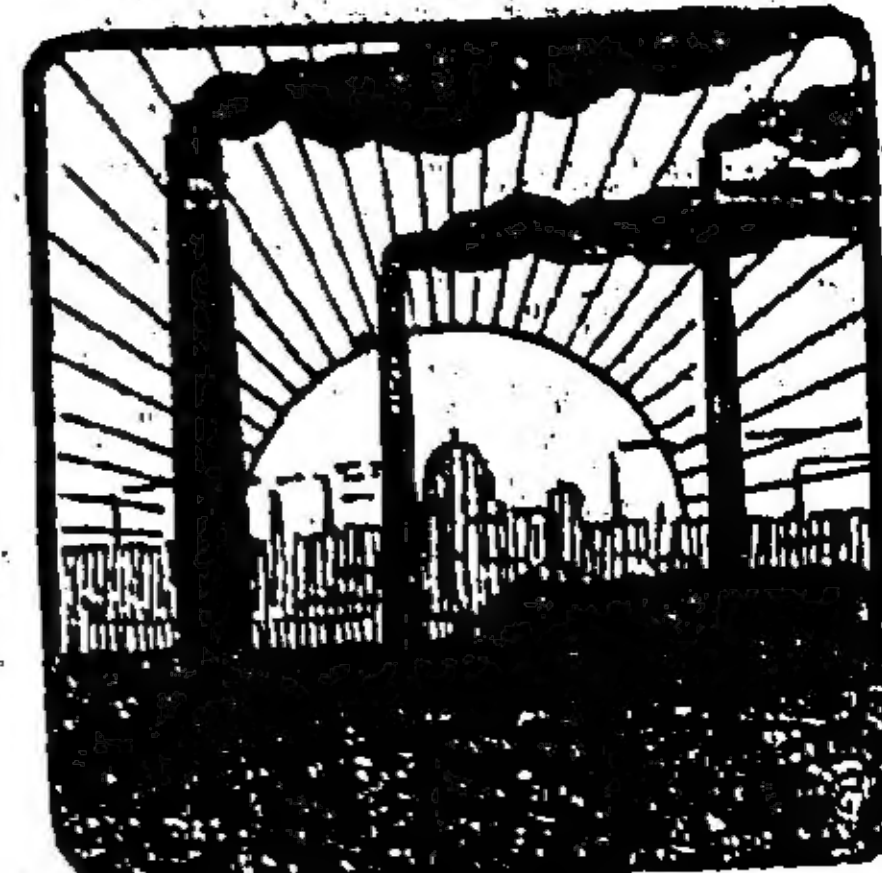
RESULT OF PAST YEAR'S WORKING.

DIVIDEND OF 7 1/2 TAELS PER SHARE.

Messrs. Moxon & Taylor received cable information yesterday that the Shanghai Docks had declared a dividend of taels 7 1/2 per share. The profit made by the Company during the past year was Taels 504,000.

KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE



HOME, FACTORY AND BUNKERS

POWER HOUSE, TUGS & LOCOS.

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

THE "STARS" IN THEIR COURSES.

DISADVANTAGES OF TEAM WORK.

WILL VILMA BANKY SURVIVE?

[BY IRIS BARRY, FILM CRITIC OF THE "DAILY MAIL."]

Despite the very considerable degree of intelligence and common sense possessed by many individuals in film studios, the united intelligence shown by a body of film makers is often extraordinarily small. Only stupidity can explain the ludicrous fashion for pairing off film actors and actresses with each other simply because the two of them have appeared in one successful picture together.

The Beery-Hatton Sequence.

Wallace Beery and Raymond Hatton played most amusingly in "Behind the Front," which would have been a good film with any adequate performers in the chief parts. But the studio wise men concluded that if Beery and Hatton were all right in one film, then any film which showed Hatton and Beery would be good. So they set to work on "We're In the Navy Now." It lacked all the merits of "Behind the Front," and was foolish instead of funny. But Beery-Hatton films continued, nevertheless, though the public was unamused and the cinema proprietors grumbled.

"The Street Angel."

But this is only one of many examples. Janet Gaynor and Charles Farrell were exquisite in "Seventh Heaven," a picture which had a fine simple story, an inspiring theme, and good construction and production. The same pair—pleasing though each is to watch—are practically uninteresting in "The Street Angel," which has a poor story, no point, murky photography, and muddled construction. Let this young couple appear together in one more such disappointing imitation of their first success and no one will ever want to see them again.

Vilma Banky And Her Partners.

The famous screen lovers, Ronald Colman and Vilma Banky, have parted now, never to meet again in a close-up kiss. But their long partnership did have good reason, as has that of John Gilbert and Greta Garbo. The films in which both pairs appeared had merit apart from the stars, and presented varied and well-conceived stories. It will be interesting to see what happens to Miss Banky now that she is no longer a charming foil for the more vital Mr. Colman.

There was a time when Mr. Eugene O'Brien was the screen partner of Miss Norma Talmadge, yet to-day she is still one of the big stars, while he is almost forgotten. Ronald Colman will undoubtedly stay at the top of the film tree, where incidentally he had arrived before he went into partnership. Vilma Banky may or may not survive.

The Comedian Of "Rookies."

Karl Dane and George K. Arthur are funny together, but they were funny apart. Mr. Dane has a funny face and not much talent. Mr. Arthur is a talented comedian. But the presence of the two of them in a poor film cannot turn it into even a mediocre one, for after all it is the stories which have made the stars. Not even Mary Pickford or Chaplin are greater than the films they have played in, and a picture which is brilliant can be a tremendous success even if the public has never seen nor heard of the people in it.

But while this is obvious, it does not yet seem to have struck many of the producers. They should go to the ordinary cinemas more often and hear what people say about some of their famous pairs.

AN ISLAND BRIDE.

MARQUIS OF BUTE'S DAUGHTER.

PET HARE AT A MARBLE CHAPEL.

ROTHESAY, Isle of Bute, June 9th.

A privileged guest at the wedding of Lady Jean Crichton-Stuart, the Marquis of Bute's youngest daughter, which takes place at her home here will be a pet hare.

Lady Jean found it when it was a baby on an Ayrshire moor last August, and immediately christened it Augustus. Now it is known to all her friends as Gussie.

I saw Gussie to-day being nursed by one of Lady Jean's younger brothers, writes a *Daily Mail* correspondent, and was told that he has travelled up specially from Cardiff to attend the wedding. Tiny boots and a white sash are being prepared for him, and during the ceremony Gussie will be carried by one of Lady Jean's brothers.

No June bride could be married in more beautiful or romantic surroundings. The island is dressed in its best, and when the sun shines is carpeted in shimmering green.

Mile-Long Wedding Arch.

Approaching Mount Stuart, for centuries the home of the Bute family, one traverses an avenue more than a mile long almost tropical in the variety and density of its foliage.

After the ceremony Lady Jean and her husband, the Honourable James Willoughby Bertie, younger son of the late Earl of Abingdon, will pass through this natural wedding arch to take a boat for the mainland. Then a motor-car will take them to Wigtownshire for their honeymoon.

When I asked why Lady Jean had chosen to be an "Island Bride," I was told that it had always been her wish to be married at Mount Stuart where, in the tiny chapel adjoining, she was confirmed and partook of her first communion.

I entered the chapel to-day by special permission. Its interior is of dazzling white marble, modelled in stately Gothic lines. The chapel, which has cost £100,000, has been in course of construction for the last 50 years and is not yet completed.

The altar, in bronze and marble, with silver figures, is fitted with a movable surface of gold and the arms of the Bute family are round the front. It took 15 years to complete and cost £20,000.

First For 200 Years.

It is the first wedding at Mount Stuart for 200 years, and the whole island is agog with excitement.

The huge wedding cake, six feet high, crowned with a representation of the Gothic spire of the marble chapel, will be cut by Lady Jean in the hall, where 300 tenants and guests will be gathered.

One of Lady Jean's most striking presents is a huge tapestry 40 feet by 20 feet, named "Lord of the Hunt." It is perfect in design and workmanship and took twelve years to complete.

Eight men started on the tapestry, and when war broke out they all joined the Forces. Two were killed, and their sacrifice is recorded on the border of the tapestry, probably in the spot where they last worked on it, by their initials and the years in which they were killed, woven into the cloth. Between their initials is the web of life, which has been covered by a pair of woven shears.

CANTON CINEMAS ON STRIKE.**UNION AND TAX COLLECTORS' LEVIES.****DECLARED TO BE EXCESSIVE.****STUBBORNNESS ON BOTH SIDES.****[FROM OUR CHINESE CORRESPONDENT.]**

CANTON, July 10th.

All the "movie" houses in Canton are still on strike. They have been closed a week ago, and no date has been fixed for their re-opening. In fact each proprietor has put up in front of his establishment a large sign board bearing the following words: "Too long have we been intolerably oppressed. We do not know when we shall open again. We sacrifice our business rather than go on under such humiliating conditions. This clearly indicates that they are determined to remain closed, until their grievances are removed."

TRADE UNION EXACTION.

There are two main reasons for their strike. First, the Mechanics Labour Union had been collecting, against their will, a tax of one cent per ticket from them. This was begun in November last, when the cinematic operators presented a set of demands to their employers for higher pay, shorter hours of work, and the levying of the tax on tickets. The proprietors did not feel that they were in a position to resist and so complied with the demands of their employees. The Mechanics tax of one cent per ticket sold has been netting enormous profits for the Union. Those cinemas which were doing big business had to pay more than \$4,000 a year; while the small ones had to pay \$700 annually. The total sum, annually collected by the Mechanics Labour Union from this source alone, amounted to more than \$22,000. This brought ruin to the proprietors whose repeated petitions to have the union tax abolished were not even given a hearing.

GOVERNMENT TAXATION.

The second cause for the strike was the Government taxation. A certain tax collecting company wanted to exact from the cinemas \$150,000 per year in taxes. The proprietors think this is far in excess of what the Government demands. The Government's income from amusements, which not only include cinemas, but also Chinese operas, the roof garden entertainments of the two Sun Companies and the Sincere Company, and other theatricals, amounts to only \$130,000 a year. The cinema managers do not see why they should be made to pay \$150,000 annually, when the tax collecting company has only to turn over to the Government \$130,000 per year, from all forms of amusements. As a protest the movie proprietors have closed up their houses.

All the cinematic operators have been discharged and given gratuities in accordance with the compensation rules of the Mechanics Union. The Union is now willing to reduce their tax on tickets sold to two thirds, of what it has been formerly collecting. That is, instead of paying to the Labour Union one cent per ticket sold, the Union proposes the cinema proprietors should pay two thirds of one cent per ticket sold. But the proprietors think even this is too much. What they want is complete abolition, and this is precisely what the Labour Union will not agree to. So the quarrel goes on, both sides stubbornly clinging to their respective positions.

The tax collecting company is also unwilling to reduce its annual assessment on the Canton cinemas. Both sides are prepared to fight and the proprietors are quite firm in their stand, and will not reopen unless the Mechanics Union foregoes its tax on tickets and the tax collecting company substantially reduces its assessment.

ROADS IN KWANGTUNG DISTRICTS.**PANYU PLANS BRANCH HIGHWAYS.**

The natives of the Northern part of Yanyu district fully appreciate the value of modern roads and highways. It was recently reported that a public highway has been planned, and will be built by the Government between Namhoi, Panyu and Fayun. The inhabitants of the district now want to build branch highways, running off this trunk line.

A North Panyu Public Highway Committee has been formed to handle the matter. The names of the members of this Committee have been registered with the Bureau of Public Highways and this Committee will have sole control over the planning and construction of these branch highways, and already the energetic members have started to tackle the preliminary work.

According to present plans, a road between Panyu and Tsungfa will be built first. This road will run from Nanchuen to Tsun Wo Hu, connecting with the one now under construction in Tsungfa district. The second road will lead from Malik to Taengshin, through Chiao Lung Kow. The Panyu to Fayun road will be the third to be built, this line running from Ko Tseng Hu to Man Wo Fong, and leading through the western part of Fayun district.—*Canton Gazette.*

CLOTHES AND THE STUDENTS.**UNIFORMS, ETC., OF NATIVE CLOTH.**

The Provincial Governments of Kwangtung and Kwangsi have been instructed by the Branch Political Council to begin a campaign in all universities, Middle and Primary Schools, to urge the students to practise economy and thrift. The central step suggested is the use of native made cloths for their suits and uniforms. Native woven cloths are both low priced and durable, and are obtainable in many attractive pattern and designs.

A set of recommendations governing the making of uniforms has been attached to the circular as a guide by the school authorities. The colour and style of the uniforms are to be chosen by the school authorities themselves, but are to be reported to the Government authorities for record. Uniforms, caps and badges for students in universities and technical schools are to be of distinctive pattern so as to be readily differentiated from those used by ordinary schools.—*Canton Gazette.*

TOWN PLANNING FOR FATSHAN.**MODERN STREETS NEEDED.**

There are but few maloes in and around Fatshan and the Department of Reconstruction has instructed Magistrate Mah Hung Huan to devote immediate attention to this phase of development. The Magistrate, in consultation with the district leaders, is to submit suggestions as to the routes of the maloes and to map out a building programme.

The maloes will be built one at a time so that there will be no difficulty in raising the requisite funds, and there will be ample time in which to negotiate with landowners through whose land the roads will run.—*Canton Gazette.*

PROVINCIAL ATHLETIC MEETING.**PLANS AFOOT AT CANTON.**

Plans are afoot to hold a provincial athletic meeting, and a Preparatory Committee has been formed. The meeting will be called the 11th Provincial Athletic Meeting, and will probably take place some time in November next.

It is proposed to hold the meeting in the grounds of Chung Shan University, and it will last about five days. Prominent officials of the Government have been invited to become honorary officials of the meeting, and among the officials listed are Marshal Li Tsai Hsin, as President, and Mr. Tai Chi Tau as Vice-President. Other names include Mr. Wong Chenk, Admiral Chan Chak, Mr. Lam Wan Koi, General Tang Shi Chang.—*Canton Gazette.*

LEGISLATIVE COUNCIL.**TWO NEW ORDINANCES.****SUPPLEMENTARY EXPENDITURE: \$69,250.**

A meeting of the Legislative Council will be held to-morrow (Thursday) afternoon in the Sanitary Board room, Post Office Building.

Two new ordinances—an ordinance to amend further the Companies Ordinance, 1911, and an ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908—will come up for a first reading.

The four ordinances, which were read a first time at the previous meeting of the Council, will be further considered, and will probably be read a second and third time and passed. They are the ordinance to amend the Distress for Rent Ordinance, 1883, the ordinance to amend the Dentistry Ordinance, 1914, the ordinance for amending the Patents Ordinance, 1925, and the ordinance authorising the supplementary expenditure of 1927.

FINANCE COMMITTEE.

Following the Legislative Council there will be a meeting of the Finance Committee when votes for supplementary expenditure totalling \$69,250 will be asked for. The items include the following:—

Generators For Police Launches—\$2,000.

A sum of \$7,300 is provided in this year's estimates for a wireless telegraph installation at Tai O Police Station. It is possible to utilise in connection with this work a transmitter that was purchased in 1924 and so effect a saving of \$2,000. Spare generators are urgently required for police launches which are at present liable to delay through faulty plant having to be repaired on board instead of being immediately replaced and removed to the workshop for overhaul, and it is proposed to utilize the saving of \$2,000 to purchase at a cost of 2185 three generators, consisting of one of each type now used on police launches and rescue tug.

Kowloon Tong Nullah—\$20,000. This money is required to connect the stream north of the hills to the main nullah, in continuation of the main nullah scheme. The provision made in the estimates was \$15,000. The estimate of \$42,000 for the connection to stream north of hill area to main nullah, Kowloon Tong Development area has been revised to \$72,000 for the following reasons:—

- (1) A sum of \$16,000, voted for nullah extension had to be spent in preliminary diversions of streams. This sum was inadvertently omitted from the estimates of \$42,000.
- (2) An additional length of 400 feet of nullah estimated to cost \$10,000 has now to be constructed in connection with the main storm water drain. It was intended that this work should be done by the Drainage Office and provision was made in the estimates for 1928; but it is now considered more convenient to carry out the work under one heading and to make it a charge on the general works vote.
- (3) A sum of \$4,000 is required for decking this additional length of nullah at points of intersection with roads. Of this revised estimate of \$72,000, \$10,018 was expended prior to 1928 under the authority of the estimates. It is anticipated that \$35,000 can be spent this year, but as the provision in the estimates for 1928 is only \$15,000, a supplementary of \$20,000 is requested.

Improvements To 465 The Peak—\$5,100. This recently purchased property requires overhaul and it is proposed to install a water flushed lavatory system. The cost of this is estimated at \$3,600 and the cost of supplying a set of Government furniture is \$1,500.

Marine Surveyors Training Courses—\$4,650. The estimated travelling and subsistence expenses of Messrs. P. J. Taylor, B. H. Church and G. Swan, Assistant Government Marine Surveyors, in connection with Board of Trade courses of training in the United Kingdom are: Mr. P. J. Taylor, eight and a half months at \$30 a month, \$225; Mr. B. H. Church, five months at \$30 a month, \$150; Mr. G. Swan, two months at \$30 a month, \$60.

(Continued on next Column).

A DRIVER "WITHOUT A CONSCIENCE."**THREE SUMMONSES IN ONE DAY.****TRAFFIC MAGISTRATE'S OPINION.**

Sitting at the Traffic Court yesterday morning, Major C. Willson expressed the opinion that a man named Chan Yuk Chong, who was prosecuted by three constables for different traffic offences, was not a proper person to hold a motor driving licence. His Worship observed that the defendant had already had five previous convictions.

Sergeant Roberts aged and said he would refer the matter to Sub-Inspector Alexander of the Traffic Department.

The first charge against the defendant was for speeding in Bonham Road on June 23rd in the afternoon. Sergeant Roberts explained that he was testing the driver of a car when the defendant came round a corner near the Alice Memorial Hospital at a speed of about 25 miles an hour. It was the day of the Dragon Boat Festival and cars were rushing back to the stands to get as many fares as possible.

The defendant admitted the offence and was fined \$20.

On the second charge of causing obstruction in Des Voeux Road Central on June 21st, when the defendant's car was parked outside the Empress Hotel. Witness saw a small boy sitting in the driver's seat, who said that the driver was having a cup of tea. Witness told the boy to fetch him and he brought the defendant who, when questioned, denied that he was the driver of the car.

Witness walked a short distance and hid himself, keeping an eye on the car. The defendant then entered the car and was about to drive away when witness ran back and asked him for his licence.

A fine of \$10 was imposed.

The third charge was for loitering in the vicinity of Ice House Street and Des Voeux Road Central on June 22nd at 11 p.m.

An Indian constable said that he warned the defendant after the car had passed twice, but he took no notice of the warning and came again.

The defendant, in denying the charge, said he had only driven the car for 19 days, and was not sure whether he was driving on that particular occasion.

His Worship pointed out to the defendant that the constable had seen him three times and fined him \$10.

Alterations To The C.S.O.—\$21,000.

A provision of \$103,000 was made for structural alterations to the S.O. It is proposed to instal a lift at an additional cost of about \$13,000. Certain unforeseen additional work has become necessary to strengthen the foundations of the building, and a sum of \$8,000 is required for this.

Wireless Telegraphy—\$8,000.

Provision made in the estimates for maintenance and current in the R.T. branch of the P.W.D. was \$30,000. It is estimated that the amount required to the end of the year will be \$26,000. The excess over the vote is due to the great increase in the amount of W.T. traffic in 1928 necessitating a corresponding increase in maintenance and current consumed.

For the five months ending May 31st, 1928, the net revenue from wireless traffic was \$68,000 compared with an estimated revenue of \$36,000.

City Water Mains—\$4,000.

The sum is required to complete the work in hand. The provision made in the estimates was \$4,000. When the cost of this work was estimated it was not known that the section of Queen's Road (Garden Road to Arsenal Street), under which these mains are laid, had a concrete foundation or that a considerable amount of rock in the shape of old foundations would be found in the trenches. These two items added greatly to the road opening and reinstatement charges.

Motors And Steam Rollers—\$5,000.

The vote for upkeep of rollers was increased from \$5,000 to \$8,000, but this increased appropriation has not sufficed for current repairs, and for the provision of an adequate stock of spares.

Volunteer Defence Corps Band—\$1,500.

A Hong Kong Volunteer Defence Corps band has been formed and a complete set of new instruments has been obtained from Home at a cost of \$445.80, provided out of Corps Funds. It is considered that the band will do a great deal to encourage the Corps and to stimulate efficiency and it is proposed to make an annual grant of \$1,500 to the band. The annual allowance in the Regular Army is \$295.00. If approved provision will be made in future estimates and a supplementary vote is requested in respect of the current year.

ROUND THE POLICE COURTS.**PORTERS FIGHT FOR LUGGAGE.**

Two coolies had a dispute at the entrance to the Kowloon Godowns as to which should carry the luggage of a passenger off the *Empress of Asia*. A large crowd collected, and the traffic was held up while they fought out the question until a detective appeared and took them in charge. Mr. W. Schofield fined them each \$5 at the Kowloon Magistracy yesterday morning and bound them over to be of good behaviour.

POPULAR STREETS.

Wyndham Street and On Lan Street have been the favourite pitches for unlicensed hawkers lately. There were twenty-four arrests, and convictions during June. Major C. Willson interviewed another of these curbside merchants yesterday morning and fined him \$1.

OPIUM DREAMS.

Two Chinese appeared before Mr. R. E. Lindell on charges of possession of the morphia which was seized in a house in Des Voeux Road Central the previous day.

The analyst had not yet produced his certificate concerning the amount of the drug and an adjournment was granted.

Revenue Officer Grimmett stated, however, that he had a further charge against one of the men. Six men were in the house at the time of the raid and some of them might be called as witnesses.

The house was equipped with opium pipes and lamps but no one had been caught smoking opium.

Having admitted the possession of a small quantity of opium, another Chinese was fined \$100 or two months' hard labour in default. He told C.P.O. Clarke that he was employed to carry the drug from one ship to another but Mr. Lindell was favoured with another version in which a "stranger" had asked him to look after the opium.

A Chinese woman also thought the plea that she was a messenger might get her off, and said she had been given forty cents to carry the parcel of opium. \$600 or three months' hard labour was the sentence.

ARMED ROBBERY.

The six men who were arrested following an armed robbery at 84, Des Voeux Road West appeared again before Major C. Willson who fixed Thursday afternoon for the hearing of their case.

Four of them are charged with armed robbery and the other two with the possession of arms. One of them was charged yesterday with being a returned banished and pleaded guilty.

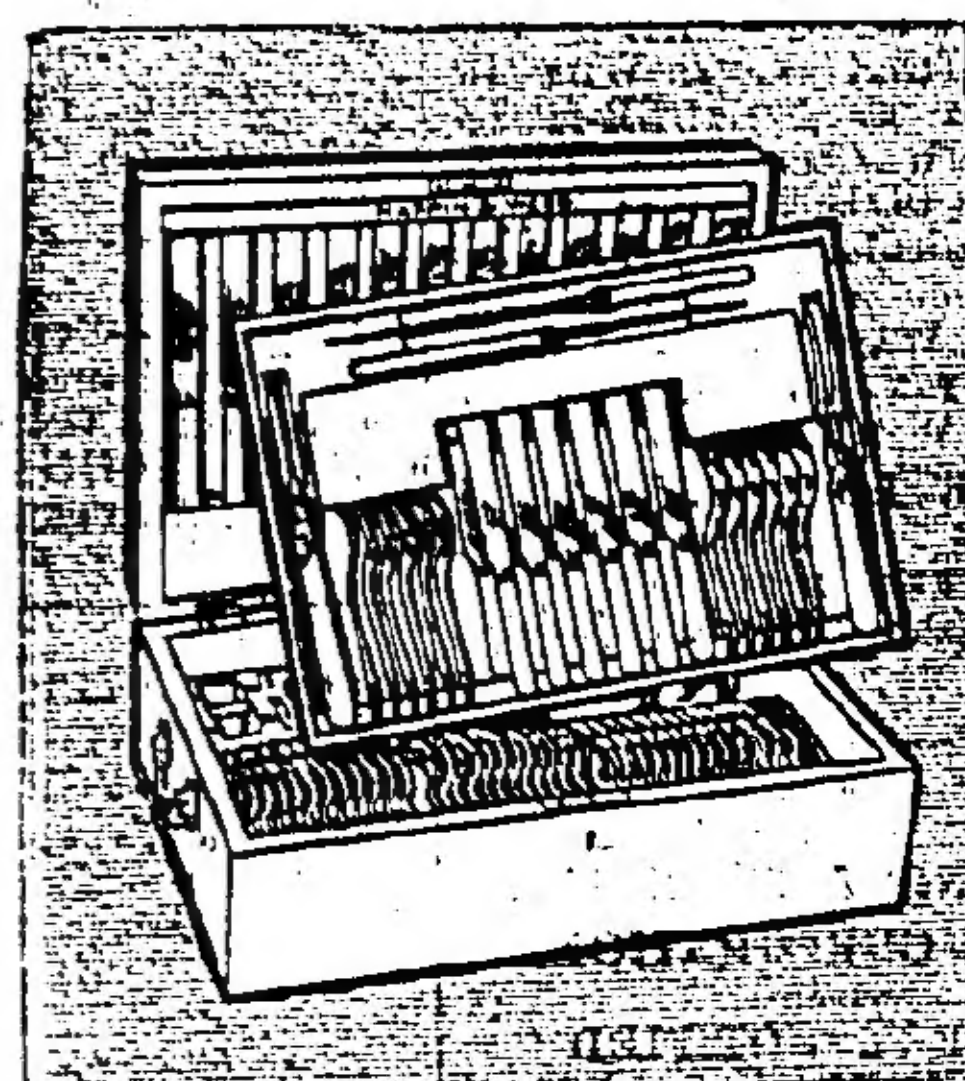
SMUGGLED JADE.

When the *Fatshan* was about to sail from Canton on Monday, more than a hundred pairs of jade bangles were discovered under the bunkers. It is alleged that the jade, which is valued at \$1,000 was hidden to avoid the customs duty at Canton.

INTENDED CIVIL ACTION.

Mr. F. H. Loseby, before Major C. Willson, applied for the withdrawal of the charges against Wong Foo Ting, Yu Fuk and Lau Man. He said: "I am appearing in this case to watch on behalf of Mau Yat Chuen, whom the defendants are accused of having unlawfully detained. I have been asked by the police if my client is prepared to prosecute himself. I have consulted my client and he would not proceed in this case, as he intends to proceed civilly. If, of course, the police go on with this case, my client would be called to give evidence. His own personal wishes are that the matter be taken before another court."

On Acting C.D.I. Murphy informing the Magistrate that he had no objection, his Worship discharged the defendants.

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HONG KONG WATERWORKS.

IT IS HEREBY NOTIFIED that on and after THURSDAY, the 12th INSTANT, the SUPPLY OF WATER to that portion of the RIDER-MAIN DISTRICTS West of RIDER-MAIN STREET will be controlled by bringing the RIDER-MAINS into operation and that WATER WILL BE TURNED ON to each RIDER-MAIN Daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the WATER AUTHORITY, the SECRETARIAT FOR CHINESE AFFAIRS, or at the TUNG WAH HOSPITAL.

HAROLD T. OREASY,
Water Authority.
Public Works Dept.,
Hong Kong, 10th July, 1928. [6487]

HONG KONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of 23 Per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR Ending 30th JUNE, 1928, at Rate of 20 1/2 per Dollar.

The DIVIDEND will be Payable on and after TUESDAY, 7th AUGUST, 1928, at the Office of the Corporation where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 23rd JULY, to SATURDAY, 4th AUGUST, 1928 (Both Days inclusive). During which Period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 10th July, 1928. [6486]



PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 16th DAY of JULY, 1928, at 3 P.M., at the Office of the Public Auctioneer, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Tai Kok Tui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rental	Upset Price
1	Kowloon Island, Tai Kok Tui, in the Colony of Hong Kong.	As per sale plan.	4.650	54	4,975

[6485]

HONG KONG TRAMWAYS, LIMITED.

NOTICE.

CERTIFICATE No. 1650 for 10 Shares of this Company in the Name of Mrs. LEUNG HU SHI (deceased) has been Declared LOST and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 Days from the Date hereof, a duplicate Certificate for the said Shares will be delivered to the Admistrators of the Estate and the Original Certificate will thereafter be deemed Cancelled and of No Effect.

L. C. F. BELLAMY,
General Manager.
6th July, 1928. [6462]

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INTIMATIONS.

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TO LET—Furnished for 4 Months Four Roomed HOUSE on BOWEN ROAD. Small Garden. Moderate Rental. Apply: JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDING. [6330]

TO LET—FURNISHED. Furnished BUNGALOW for Six Months from 1st OCTOBER or Earlier, with Garden and Tennis Court. Government Water laid on. Own Electric Light Plant and Garage. Apply: P. C. POTTS, BENJAMIN & POTTS. [6478]

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BABY GRAND PIANO (by Brinsford) in Splendid Condition, and a General Bargain; owner having left the Colony, \$400. can be seen by appointment—Address Box No. 361, c/o Hong Kong Daily Press. [361]

DEATH. GADGE.—On June 10th, in London, NELL, the beloved wife of HENRY GADGE, formerly of Hong Kong. [6481]

Hong Kong Office: 11, Ice House Street. London Office: 21, Bride Lane, Fleet Street, E.C. 4

The Daily Press.

Hong Kong, July 11th, 1928.

CHINESE ART.

In the Times the other day there was prominently recorded the fact that a notable acquisition had been made by the Trustees of the British Museum. It is a life sized Ming pottery figure with coloured glazes of a Buddhist divinity dating from the 16th century. It has been added by Mr. HARVEY HADEN to the indefinite loan of Oriental Pottery which he has announced his intention of bequeathing to the Museum. A fine Chinese black glazed bowl has also been added to the collection of ceramics. It appears to be of black Ting, a ware of which a 16th century Chinese writer said he had seen over 100 specimens but had met with only one black piece

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[50]

When the Mond room was added to the National Gallery in London to house the bequest of Ludwig Mond it was stated that another similar room was needed to balance the building and that this proposed room should be devoted to Chinese works of art.

These, of course, are but illustrations of the tremendous hold Chinese art exercises over the minds of connoisseurs in Europe.

It is not because it is exotic or quaint, and something altogether outside the scope of Western art. It obviously has enormous intrinsic value—a value which is duly appreciated by those who have devoted a life time to art criticism and whose judgment can be trusted.

They have had long years of experience in comparing and contrasting one form with another and can pass an unerring verdict on that which comes before them. One has but to send a number of Chinese pictures to the British Museum and Laurence Binyon will return them with his opinion of their merit.

Such men obviously enjoy the best Chinese art whether it be in pictures or in porcelain.

In order to get to this point of view it is necessary to understand the canons of Chinese art which after all are not as different from our own as we might imagine.

They cannot be for there is a universal appeal in true art or in the highest art. It transcends the local circumstances and makes its claim upon the intelligence of men in all places. It is not confined to one epoch, for the best art comes down the ages, its permanence depending on that universal factor which is embodied in the particular picture, poem, drama, vase, statue

or whatever it may be. Chinese art, of course, is different from Western art, but so is Greek architecture different from Mediaeval yet both have the elements of permanence, for in rhythm, form and beauty they express something which makes this universal appeal. Though art varies from country to country, there must be this constant factor, this universalism if it is to rise into the realms of the highest art.

It is necessary, however, to clear our minds of national prejudices and standards if we are going to judge art rightly. Though emotions are imprisoned in the several forms of art, there is diversity in the manner of their expression; for this reason it is necessary to bring the mind to bear on such works in that calm and balanced state which alone can do justice to them. There is a delightful Japanese poem illustrated by a famous artist.

"See I have dusted the paper shutter clean of every speck, how perfect the shadow of the Pine Tree," and on the shutter we see a pine branch delicately shadowed by the morning sun. The symbolism is clear for if the mind is not cleansed of the dust of accumulated prejudice it is incapable of receiving the best impression of the picture it seeks to criticise. In England and in the capitals of Europe generally art critics have achieved this happy state of mind, and they therefore bear testimony to the excellence of the work that the Chinese in the past have achieved and have passed on.

It would seem that here we have a possible meeting ground of East and West. In such a sphere there can be no hatred, no petty quarrelling and jealousy, no misunderstanding but a sincere appreciation of the value of each other's work.

Language may divide, trade may lead to competition, politics to division but true art binds nations together in unity, begetting as it does an understanding that is unattainable in other realms.

WIRELESS TELEGRAPHY IN THE COLONY.

It is interesting to note the rapid advance which wireless telegraphy is making in the Colony. It was estimated that the revenue from this source for the first five months of the present year would be \$36,000. These calculations have proved altogether ill-founded. The actual revenue up to May 31st was almost double this amount—namely \$66,000. A few weeks ago the cost of sending wireless messages to Canton was reduced to twenty cents a word and merchants have not been slow in profiting by the reduction. The wireless communication between Hong Kong and Canton has increased to a remarkable extent and when regular communication, on a sound commercial basis, is established between Canton and other important centres in South China much greater development may be anticipated.

THE VOLUNTEER BAND.

Now that the Hong Kong Volunteer Defence Corps has formed a band and has provided it with a complete set of new instruments at a cost of \$245/8/- we trust we may look forward to the enjoyment of more band concerts. The band of the K.O.S.B. are giving a promenade concert on the Volunteer parade ground on July 20th. They will set the standard and then it will be for the Volunteer musicians to go one better and to show that the annual grant of \$1,500 which they are to receive from the Government is justified.

The R.M.S. *Empress of Russia* arrived at Kobe yesterday at 6.30 a.m., left at 4 p.m., and is due at Yokohama to-day (Wednesday) at 6 p.m.

A Chinese youth was sentenced to one month's imprisonment at the Kowloon Magistracy yesterday morning for stealing a watch from the master of a junk.

An Indian police guard, named Harmon Singh, has been sent to the Government Civil Hospital following injuries alleged to have been inflicted by another Indian guard with a carrying pole in a fight at No. 45, Lee Garden Street.

The R.M.S. *Empress of Asia*, from Manila, is due here at 8 a.m. on Sunday, July 15th and will berth at Kowloon Dock. She will leave for Victoria and Vancouver, B.C., via ports, at noon on Wednesday, July 18th.

Cases of infectious diseases reported last week were: Small-pox 3 (2 deaths), all Chinese; diphtheria 1 (fatal), Chinese; enteric 4, 1 British, 3 Chinese; cerebro-spinal fever 1 (fatal), Chinese. Influenza, 1 fatality, on Monday 2 Chinese cases of small-pox were notified.

Probate of the will of the late Chung Hon Tao who died on September, 1927, at Chik Fu Village, Chan Chuen, Shun Tak, has been granted to his mother, Chung Lan Shi, widow, upon trust for deceased's son until he attains the age of 21. Deceased left property in the Colony valued at \$16,000.

There was no business of importance before the fortnightly meeting of the Sanitary Board held yesterday afternoon. Those present were Mr. W. J. Carris (President), Mr. J. Watson (Secretary), the Hon. Mr. H. T. Cressy, C.B.E., Dr. G. W. Pope (M.O.H.), Mr. J. P. Braga, Mr. Wong Kwong Tin, Dr. S. C. Ho, Dr. S. W. Tao and Dr. W. V. M. Koch.

Among the passengers leaving Hong Kong yesterday by the a.s. *President McKinley* for Seattle and ports were Mrs. W. J. Hawker, wife of the Managing Director of the Hong Kong and Shanghai Hotels, Ltd., who is travelling to Shanghai; Miss Ruth Mulliken, of the staff of the American Chinese Educational Commission, Canton, who is going to Shanghai; Mr. Mortimer E. Lautmann, Director of Sales of the American Import Company of San Francisco; Mr. and Mrs. E. E. Goodenberger and family, of the American Mission in Bangkok, returning to the United States on furlough; Mr. F. Y. Tong, of the Ault and Wiborg Co., who is on a business trip to the North.

\$1,000 HIGHWAY ROBBERY.

TRAVELLING MERCHANT VICTIMISED.

A daring highway robbery was committed by a gang of four desperadoes at 12.30 p.m. yesterday at the Kennedy Town Prays, the victim being a Chinese travelling merchant who was robbed of all he had on him.

The police were reticent about the affair, but it is understood that the robbers, who were armed with daggers and revolvers, held up the travelling merchant, who had on his person about \$1,000 which he had realised from the sale of his wares. The gang decamped but the police were able to effect the arrest of two men.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 6.17 p.m. yesterday state:—

Pressure remains high to the south of Tokyo and low over China. The typhoon is about 500 miles to the east of Manila, moving westward.

Local forecast:—East winds, moderate.

DEATH BY MIS-ADVENTURE.

SIMILAR VERDICTS AT TWO INQUESTS.

MOTOR-CAR ACCIDENT AND BLASTING MISHAP.

Two inquests were held at the Central Magistracy yesterday and both were concluded with the verdict of "death by mis-adventure."

Another coincidence in the two enquiries was in the fact that both of the victims might have been saved had they received immediate treatment. In both cases the injured men were left to their own fate when assistance could have been called within a very short space of time.

A Midnight Accident. Mr. R. E. Lindsell sat as Coroner and the circumstances of the death of a truck coolie were first investigated. The man died as a result of injuries received in a motor-car accident at about midnight on the 22nd ultimo near the Tramway terminus at Causeway Bay. The victim was pushing the truck, wheels being in the tram lines, and when the motor-car collided with the truck he was crushed in the impact. He was later taken to the Government Civil Hospital where he died the following day.

The driver giving evidence said that he was returning from a trip around the Island, and nearing the Jockey Club Stables he noticed a hand truck on the tramway lines a few yards away from the terminus. It was raining heavily at the time and though his screen-wiper was in working order, his lights did not enable him to see very far through the rain. It was his intention to proceed into Happy Valley via the road by the French Convent, and on approaching the truck he sounded his horn, and expected that the truck would move over the side of the road. However, his signals were ignored, and instead of overtaking the vehicle on the right, the correct procedure, he crossed to the left so as to proceed along the road into Happy Valley. This was done at a moment's notice, and suddenly the truck also turned to the left side of the road with the result that a collision occurred in which the man pushing the truck was crushed against it. Witness got out but could do little in the heavy rain, while the passengers in the car took to their heels and bolted, leaving the witness to take charge of the situation alone.

The driver said that he had been driving for four years, and that this was his first accident. He was paid \$3.50 per hour for the trip, and said that he had no cause to hurry. He was travelling at about 10 to 12 miles per hour.

ONE OF THE COOLIES.

One of the truck coolies who was pushing the truck in front said that he had a kerosene lamp in his hand, and denied that any motor horn signals were sounded. The collision was very sudden and the force of the impact drove the truck about 20 yards before it stopped. The deceased was crushed between the two vehicles.

Evidence was then given by the passengers in the car, and the Magistrate reviewed the evidence. He pointed out to the jury that the cause of death was not the object of the inquiry, but to determine whether any blame could be attached to the driver of the car, who had clearly explained his case.

The jury without retiring returned a verdict of death by mis-adventure owing to the driver of the car making up his mind too late as to the best course to take. However, no blame whatsoever, could be attached to the driver.

EARTH COOLIE'S DEATH.

ON SITE OF NEW ST. STEPHEN'S COLLEGE, STANLEY.

Another enquiry was held in the Small Court into the facts of the death of an earth coolie who was crushed by a granite boulder in the course of his work at the site of the new St. Stephen's College, Stanley. Medical evidence went to show that the deceased died from injuries received as a result of being crushed, and that his leg was badly damaged.

Two of the victim's fellow workers said that they were working on the site of the new College at Stanley and were employed as stonebreakers. They were not supervised by a foreman, but the work was left for them to be done as they thought best. One of the witnesses said that he noticed the deceased was prying at one of the boulders with a crowbar which had been blasted the previous day.

(Continued on next Column).

THE GOVERNMENT'S PROCRASTINATION.

ANXIETY FOR BRITAIN'S GOOD REPUTE.

A MORE IMPORTANT QUESTION.

[THROUGH REUTER'S AGENCY.]

LONDON, July 9th.

That the good repute of Great Britain was suffering as the result of the British Government's procrastination in the matter of the Kellogg Treaty was suggested by Labour members in the House of Commons to-day.

Sir Austen Chamberlain was deluged with questions and he replied that everything had been done to hasten the Government's reply to the latest American peace pact Note.

"Sir Austen denied that there had been any unnecessary delay and contended that it was far more important that His Majesty's Government should be careful when undertaking new engagements not to break their old ones. He was not yet able to state when the Government intended to sign the Pact, but everyone was well aware that the British attitude was favourable to the proposal."

It was, however, dangerous to proceed to the undertaking of new engagements without reference to the serious nature of the questions involved.

DOMINIONS READY.

Col. Wedgwood (Lab.) said that the Dominions were prepared to sign that Pact without reservations, and asked if Sir Austen was aware of the attitude of the Dominions.

Sir Austen Chamberlain said, in reply, that he was not prepared to answer without notice any question of the attitude of the Dominions, as to which he was not yet fully informed. Consultations with them were by no means complete.

It was, he declared, impossible to give the approximate date of the signature. He thought it would be more convenient if he should postpone any account of what was likely to be the British reply until he was in a position to lay papers.

Sir Austen undertook that there should be no unnecessary loss of time.

TWO MORE FREE NIGHT SCHOOLS.

OPENED BY CHINESE THEOSOPHISTS.

Two more free Night Schools for Boys, to be known as the Tung Ying Free Schools, were opened on Monday evening at 22, Argyle Street and 55 Hollywood Road by the Educational Department of the Chinese Lodge, The Theosophical Society.

In the course of the insauguration speeches thanks were expressed to Sir Robert and Lady Ho Tung for their generosity in undertaking permanent financial support of the two schools, and for the special donation from Lady Ho Tung. Reference was also made to the untiring efforts of the Hon. Secretary, Mr. Ng Tsan Kwan, in the organization of the schools, and to the results achieved at the recent half-yearly examination by the pupils of the Beant School at 62, Wellington Street, which is another free school maintained by the Chinese Lodge T.S. It was announced to the pupils of the Beant School that a number of prizes would soon be awarded to

KUOMINTANG CONFERENCES POSTPONED.

PEI CHUNG HSI'S DISARMAMENT PROPOSALS.

JAPANESE PRESS AND NATIONALIST ASPIRATIONS.

WITHDRAWAL OF RESERVISTS FROM SHANTUNG.

The Nanking Central Executive Committee has passed a resolution in favour of postponing the Fifth Plenary Session of the Central Executive Committee to August 1st. The Third National Congress of Kuomintang Delegates was scheduled to open on that day, but this has also been postponed.

General Pei Chung Hsi has put forward resolutions for submission to the disarmament conference dealing with the executive side of the question. He suggests that a national defence committee be set up, for which all corps commanders or those of higher rank shall be eligible. In co-operation with this a soldier labour office will be organised, and this office will include among others the Ministers of Finance, Agriculture and Labour.

The Japanese press expresses itself as favourably inclined to Nationalist aspirations, but stresses the point that the Government must prove both its competency and sincerity. At the same time Tokyo has given orders to withdraw 7,000 reservists from Shantung, while the garrison here and in Manchuria will be still further reduced as opportunity offers. The Foreign Office has put forward its demands in regard to the settlement of the Tsinan affair.

JAPAN ON NATIONALIST ASPIRATIONS.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 10th. While sympathising with Nationalist aspirations, the vernacular papers are unanimous in emphasising that unsettled political and administrative conditions in China do not warrant the proposed steps of the Nationalist Government. The Government must first prove its competency and sincerity.

The general attitude of the Press is reflected by the *Jiji* which observes that "the mere hoisting of a blue and white flag does not mean the completion of the Nationalist Revolution."

TSINAN SETTLEMENT.

[THROUGH REUTER'S AGENCY.]

Tokyo, July 10th. The Cabinet has agreed to the evacuation of about 7,000 reservists of the Nagoya division from Shantung, and also to the demobilisation of a part of the reservists who were called up to serve as depot troops at the time that the division was despatched to China. After instructing the War Minister to arrange for further reduction in the garrisons of Shantung and Manchuria as soon as the situation permits, the Cabinet deliberated on and approved the Foreign Office plan for the negotiation of the Tsinan affair. This plan is understood to consist of demands for apologies, payment of compensation, the punishment of those responsible for the outrages and a guarantee for the future.

DISARMAMENT PROPOSALS.

(Wah Tsz Yat Pau).

SHANGHAI, July 10th. General Pei Chung Hsi has proposed the following resolutions to be submitted for discussion at the coming disarmament conference:—
1.—A national defence committee be instituted on which members of the Central Military Council and military leaders ranking from army corps commanders upwards are eligible as members. This committee is devoted to the study and discussion of national defence problems.
2.—In co-operation with the national defence committee, a soldier-labour office be organised. This office must consist of all members of the national defence committee in addition to the financial, agricultural and labour ministers and the executive members of the Construction Department.

CONFERENCES POSTPONED.

(Chun Wan Yat Pau).

SHANGHAI, July 10th. The Nanking Central Executive Committee passed a resolution yesterday in favour of the postponement of the calling of the Fifth Kuomintang Executive Conference until August 1st, while the Third Kuomintang Delegate Conference will also be postponed.

DISBANDMENT PROGRESS.

(Chun Wan Yat Pau).

SHANGHAI, July 10th. The four leaders round table conference now proceeding in Peking is described by a Peking correspondent as "very hopeful," especially in view of the fact they have come to an unanimous agreement in the point of troop disbandment throughout the whole nation. In consequence of this the projected military conference to be held in Peking has been abandoned.

THE CHINA COTTON MARKET.

LANCASHIRE'S EFFORT.

JOINT SYNDICATE ESTABLISHED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 10th. The *Times* Manchester correspondent says that strenuous efforts are being made in the Lancashire cotton industries to recapture foreign trade. The first market to be tackled is China, where Japanese competition is most severe.

A joint syndicate of manufacturers, merchants, dyers and bankers has been established with the intention of producing certain cloths on a bulk scale at rates enabling them to compete with the Japanese fabrics.

Attention at present is being concentrated on dyed cloths, of which China uses between fifty and sixty million yards a year.

For the production of this material the interests concerned are doing their share of the work at rock bottom prices, and several cases have already been shipped to China and auctioned at good prices. Many firms have entered guarantees to stand any loss in marketing the goods. It is intended later to work on a mass production basis.

RAILWAYS IN CHINA.

HEAVY INDEBTEDNESS TO BRITISH FIRMS.

ROLLING STOCK TAKEN BY NORTH.

[THROUGH REUTER'S AGENCY.]

Peking, July 10th. An important memorial service took place yesterday at Nankow Pass for those of the Kuominchun Army who fell in the fighting against the Fengtien forces there two years ago. Marshal Feng Yu Hsiang conducted most of the ceremony, being assisted by Marshal Chiang Kai Shek and General Li Chung Jen, whilst representatives of various Armies, numbering 5,000, participated.

It was noteworthy that though Shansi troops then fought against Marshal Feng Yu Hsiang, Marshal Yen Shih Shan sent representatives to join in the ceremony. The Generals returned from Nankow to the Western Hills in the evening.

MARSHAL LI WELCOMED.

(Chun Wan Yat Pau).

SHANGHAI, July 10th. Marshal Li Tsai Hsin and Mr. Tai Chi Tiao have arrived at Hankow where they were accorded a whole-hearted welcome by all classes in the city. Probably Marshal Li will soon leave for the North.

EX-PREMIER'S OPINION.

(Wah Tsz Yat Pau).

SHANGHAI, July 10th. In reply to Marshal Chiang Kai Shek's letter warning him not to support any counter-revolutionary movement against the Kuomintang, the ex-Marshall Tuan Chi Jui says that in his old age he prefers devoting his life to the Buddhist beliefs rather than to political movements and other secular business.

TROUBLE IN SZECHUAN.

(Wah Tsz Yat Pau).

SHANGHAI, July 10th. The civil war in Szechuan province is again developing to a serious degree. General Liu Sheng, who has been appointed by Marshal Chiang Kai Shek as Commander-in-Chief of the Szechuanese Army, is raising an expedition against General Yang Sen, who is well-known as being connected with the Wenhsien affair. General Yang is now putting up a strong defence at Chungking, in the west of Szechuan. Severe fighting is taking place in this region.

MONEY SENT TO REBELS.

Naval wireless messages received in Hong Kong state that large numbers of troops are moving to the north-east in the Kaiping Chinwangtao district. The movement has apparently been inaugurated by Marshal Chang Heuch Liang. Messages from Kuikiang give credence to a reliable report that the 6th Army in revolt is now about fifty miles to the south of Nanchang. In an attempt to avoid trouble, the Chamber of Commerce of Nanchang has sent money to the troops.

THREE MEN KILLED BY LIGHTNING.

FIELD GUNS STRUCK AT OTTAWA.

TELEGRAPH SERVICE DISLOCATED.

[REUTER'S AMERICAN SERVICE.]

OTTAWA, July 10th. One of the most severe thunderstorms which has been experienced for years occurred last evening. Major O'Halloran and Lance Sergeant Doudey of the seventh Field Battery at Montreal were killed by lightning striking their guns while the battery was practising at Petawawa Military Camp. Several others were stunned and a gunner also was killed by lightning striking the stable in which he was working.

Several buildings in Ottawa, including some in the grounds of Government House, were struck by lightning, and the telephone, telegraph and lighting services were dislocated.

RED AGITATORS THWARTED.

COMMONWEALTH LINE CREWS.

BULKHEADS DRAPED WITH UNION JACKS.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, July 10th. The liner *Mamilius* has arrived with the repatriated crews of the Commonwealth liners *Largo Bay*, *Morston Bay* and *Hobson Bay*. A reported signed by a number of these shows that Red agitators during the voyage from Liverpool tried to stir up trouble. This was prevented by the tact of the captain, officers and crew of the *Mamilius*, who supported the repatriated moderates, who draped the bulkheads in Union Jacks after the agitators had tried to stir up a revolt when the National Anthem was played at a concert arranged by the repatriated crews.

GIRL STUCK FAST IN ASPHALT.

ALL TRAFFIC HELD UP.

NEW YORK IN SHIRT SLEEVES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 10th. There have been six deaths in New York City alone as a result of the heat wave under which the Eastern States are suffering. The temperature in New York at mid-day yesterday was 92 in the shade, and shirt sleeves were the general wear, even in the law courts. All traffic in Chicago street was held up pending the release of a girl stuck fast in the melting asphalt in the centre of the road.

ADELE ASTAIRE IN DANGER.

THRILLING RESCUE.

MILLIONAIRE'S MOTOR BOAT ON FIRE.

[REUTER'S AMERICAN SERVICE.]

OYSTER BAY, July 9th. The actress and dancer, Miss Adele Astaire, was about to start on a motor-boat trip with Mr. William Leeds, the American millionaire, when the boat caught fire. The flames swept the decks. Mr. Leeds picked up Miss Astaire and threw her on to the quay, and he himself jumped out and pushed the boat clear.

A few seconds later a terrific explosion aboard wrecked the boat, which was burned down to the water's edge. Miss Astaire and Mr. Leeds were severely but not dangerously burned.

The accident was witnessed by Leeds' wife, who was the ex-Russian Princess Xenia and by Adele's brother, Fred, with whom she is about to re-appear on the stage in London, where she formerly scored such triumph.

AMBASSADOR TO BERLIN.

[BRITISH WIRELESS SERVICE.]

RUSSIA, July 9th. H.M. the King to-day received in audience Sir Horace Rumbold on his appointment as Ambassador to Berlin.

TERRIBLE PLIGHT OF EXPLORERS.

FEVER-STRICKEN MEN ON ICE FLOE.

UNATTAINABLE LAND.

[THROUGH REUTER'S AGENCY.]

OSLO, July 10th. In a message from Spitzbergen Capt. Lundborg, the rescued airman, tells a harrowing story of the terrible time he spent on the ice floe with Lieut. Vigliani's party. All the Italians were fever-stricken and were occasionally light-headed. Cecciani's state was the most serious. Food was scanty and unappealing, ice conditions were bad with fog and cold weather, and the party was tantalised to see land only a few miles away but which it was impossible to reach.

NO HOPE FOR MARIANO.

[THROUGH REUTER'S AGENCY.]

STOCKHOLM, July 9th. The leader of the Swedish Relief Expedition to the distressed *Italia* has been telegraphed that the members of the party commanded by Lieut. Vigliani, from which General Nobile was rescued, are depressed and ill.

They have, however, provisions for three months. The landing of light aeroplanes in their vicinity will only be possible when the temperature is below freezing point, but in any case such a landing would be most dangerous. The weather at present is very warm.

No trace has been seen of Commander Mariano and his two companions of the walking party, which set out in the hope of reaching land, and they are supposed to have perished. The party had provisions for another week, but they had neither weapons nor snowshoes and no further hope is entertained.

The Russian ice-breaker was last night within 25 miles of Lieut. Vigliani's party and it is now hoped that the *Krasin* will be able to force her way through the ice-field and reach them.

The Swedish leader proposes to send back to Sweden the giant seaplane must be overhauled. The Italian planes have returned to King's Bay for overhaul.

BILLION DOLLAR CLAIM.

U.S. STEEL CORPORATION.

OVERPAID TAXES.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, July 10th. The United States Steel Corporation and its ninety-two subsidiary companies have brought an action in the United States Court of Claims to recover \$101,582,120 which is claimed to represent overpaid income and profits tax for 1917 plus \$9,359,882 interest.

SALVAGE OF H.M.S. "DAUNTLESS."

PONTONS LENT BY U.S. NAVY.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 9th. In compliance with a request by the British Admiralty, the U.S. Navy Department has ordered two pontoons recently employed to raise the wrecked submarine *H-4*, to proceed to Halifax to help to get H.M.S. *Dauntless* off the shoal where she lies stranded. The pontoons have a lifting capacity of 80 tons each.

VIRTUAL CURTAILMENT. PRESIDENT AND CUBAN SUGAR CROP.

[REUTER'S AMERICAN SERVICE.]

HAVANA, July 9th. President Machado does not intend, it is stated, to restrict the forthcoming sugar crop, but he has decided not to allow the grinding season to start before January. This decision is regarded as virtual curtailment.

S.S. "CARMARTHENSHIRE."

[THROUGH REUTER'S AGENCY.]

LONDON, July 9th. The s.s. *Carmarthenshire* which was beached at Erix on account of the disastrous fire which broke out on board, was re-floated at high tide to-day and towed to dock.

BOMB THROWN IN MOSCOW.

OUTRAGE BY WHITE RUSSIANS.

SECRETIVE OFFICIALS.

[THROUGH REUTER'S AGENCY.]

BERLIN, July 10th. The bomb outrage at Moscow was apparently more serious than official reports admit. An eye witness who has arrived at Berlin says there was a tremendous explosion followed by a shower of broken window panes and immediately afterwards a troop of Soviet soldiers rushed out of the building, chased off the onlookers and closed all exits from the square.

Ambulances carried off the injured to hospital and subsequently workmen arrived to shore up walls and ceilings.

The authorities are most secretive, but as they are many officials and a number of political prisoners in the building the casualties may be greater than was announced.

MOSCOW, July 9th. A home-made bomb, which is alleged to have been thrown by two "White" Guards, exploded outside the Passport Bureau of the State Political Department to-day. As a result, one "Red" soldier was killed and another seriously wounded.

One of the culprits, a former officer in General Wrangel's Army, was killed while fleeing, and another, a "White" Guard refugee, was arrested.

MEXICO'S RELIGIOUS PERSECUTION.

50 CATHOLICS ARRESTED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, July 10th. The Secret Police yesterday evening raided a private house and arrested fifty Roman Catholics, including a priest, on charges of violating the Religious Laws. The house was fitted up with an altar and the necessary vessels for conducting Mass.

SERIOUS OUTBREAK ON STEAMER.

9 DEATHS ON DUTCH VESSEL.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, July 9th. An alarming message has been received from the Rotterdam-Lloyd a.s. *Isulinde*, her master reporting that serious sickness has broken out on board, and that eight deaths have already occurred. The vessel, which is on its way to Rotterdam from Batavia, is due at Suez to-day.

MURDERER OF BRITISH MAGISTRATE.

MAHOMEDAN SENTENCED TO DEATH.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, July 10th. The trial has concluded of the Mahomedan, who attacked the British district Magistrate at Chitragong, Mr. G. H. W. Davies, and stabbed him to death. He was found guilty and sentenced to death.

THE NEW CHINA.

BRUSSELS UNIVERSITY LECTURE.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, July 9th. Dr. Tsu, of the Central Executive Committee of the Chinese Nationalist Government, lectured at the University of Brussels to-day on "The New China." The Chinese Minister to Brussels was among those present.

SINGAPORE DOCK PASSES GIBRALTAR.

[THROUGH REUTER'S AGENCY.]

GIBRALTAR, July 9th. The first section of the floating dock for the Singapore Base has successfully negotiated the Bay of Biscay and passed Gibraltar to-day on its way East.

STARVING WORKERS IN CUBA.

[REUTER'S AMERICAN SERVICE.]

KINGSTON, July 9th. The Protector of Jamaican immigrants into Cuba is discussing with the acting-Governor the labour situation created by the fact that 50,000 Jamaicans are now unemployed in Cuba, many being starving.

PLANS FOR COTTON INDUSTRY.

STRANGLE-HOLD OF BANKS.

U.S. EXCHANGE BREAK.

[THROUGH REUTER'S AGENCY.]

LONDON, July 9th.

An interesting proposal to extend by an hour the period during which the Liverpool and New York Cotton Exchanges are open together has been rejected by the Liverpool Cotton Exchange by 156 votes to 135.

The suggestion was that the business hours of the Exchange be extended from four to five o'clock, and its advocates predicted a great increase in business turnover. At present the two exchanges are only open for one hour together.

OVER-CAPITALISATION.

The first meeting of the special sub-committee appointed by the Federation of Master Cotton Spinners' Associations to investigate the alleged over-capitalisation of the industry was held at Manchester to-day, and decided to appoint its own sub-committee to act, if necessary, with the Cotton Yarn Association to collect information concerning the financial position of the American cotton spinning mills.

When the committee has completed its investigations a move will be made towards reducing, with the co-operation of the banks and the Government, the financial overhead costs to an economic level.

Mr. S. S. Hammersley, the Conservative M.P. for Stockport declared that the banks had a strangle-hold on the industry. He suggested that a solution might be found in the formation of a special Cotton Bank.

Slump On American Market.

NEW ORLEANS, July 9th. One of the sharpest breaks of the year occurred on the Cotton Exchange to-day as the result of the publication by the Government of an acreage report showing an increase of over 11 per cent. as compared with July last year.

Heavy selling sent down prices at a terrific rate, the closing figure being down by about \$4.25 per bale. Similar reaction occurred on the New York Cotton Market, prices dropping 85 points within a few minutes of the issue of the Government's acreage report.

The increase in the area under cultivation was much larger than was anticipated.

EMPIRE EMIGRATION PROBLEMS.

LORD LOVAT'S TOUR.

[BRITISH WIRELESS SERVICE.]

RUSSIA, July 9th. In the House of Commons, Mr. W. A. Omsky-Gore, Under-Secretary for the Colonies, stated in reply to a question, that no special directions had been drafted for the purpose of the impending visit to Canada, Australia and New Zealand of Lord Lovat, Under-Secretary for the Dominions. He hoped to discuss matters relating to overseas settlement with the authorities and with any representatives of any organisation in the Dominions which he was visiting, and to negotiate such an extension of the present policy, as might appear feasible.

It was not intended that any scheme should be held up until the conclusion of the tour. All cognate subjects relating to emigration, it was stated, would be under review.

BRITISH DELEGATES TO GENEVA.

[BRITISH WIRELESS SERVICE.]

RUSSIA, July 9th. The British delegates to the forthcoming meeting of the Assembly of the League of Nations will be Sir Austen Chamberlain, Lord Cusburn, Sir Cecil Hurst, Sir E. Hilton Young, Dame Edith Lytton and Mr. A. Duff Cooper.

OBITUARY.

SENATOR G. E. CHAMBERLAIN.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, July 10th. The death is announced of ex-Senator George Earle Chamberlain, Chairman of the Senate Committee of Military Affairs during the war, ex-Governor of Oregon and late member of the United States Shipping Board.

LAWN TENNIS.

HONG DOUBLES.

R. Hancock and H. S. Hills (owe 3/0) set the ball rolling in the Hong Doubles Tournament of the Hong Kong Cricket Club yesterday when they defeated J. H. M. Andrew and C. D. Wales (Union Insurance Society) in the first round. A good number of members watched the play, an even struggle, the difference in the handicap counterbalancing the strength of the two pairs. R. Hancock and H. S. Hills, however, won by two sets to love after an interesting fight for the second set, the final scores in their favour being 6-3 and 7-5. They now meet the winners of the tie between C. C. Stark and E. J. R. Mitchell, owe 2/0, v. W. G. Lamb and A. E. Johnston (B. & S.), rec. 3/6.

TO-DAY'S MATCHES.

1st Round.—C. C. Stark and E. J. R. Mitchell (owe 2/0) v. W. G. Lamb and A. E. Johnston (B. & S.), rec. 3/6.
2nd Round.—W. K. Tait and J. N. Owen (Doddwell & Co.) rec. 15 v. W. M. Lyons and L. A. R. Duncan (A.P.C.) scr.; T. P. Saunderson and J. R. Way (H.K. Electric) rec. 15 v. O. E. C. Marton and M. H. Turner (Deacons) owe 2/8.

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

Fanling, July 7th-8th—

F. A. Redmond, 83—6=77 wins

J. Smith, 90—11=79

There were 21 entries.

TEA-TIME HORSE RACING.

COUNTER ATTRACTION TO "THE DOGS."

PROSPECT OF EVENING MEETINGS.

The London *Morning Post* understands that the authorities of certain race courses near London, which include Kempton Park, Hurst Park, Sandown Park, and Alexandra Park, are contemplating the running of races on Saturday afternoons, as a counter to the rival sport of greyhound racing. The racing would begin about five o'clock.

The enormous popularity of greyhound racing has had an adverse effect on the numbers attending horse races. Those courses which lie near the thickly populated areas are affected most.

The threat from greyhound racing, which since it began in Manchester two years ago, has spread to practically every large centre in the kingdom, cannot be ignored, it is stated. In London alone the new sport has a vast following. The White City has an average crowd of 30,000, while that at Wembley is not much less. Then there are the heavy attendances at Harringay, Clapton, and Wimbledon.

It was estimated by the Greyhound Racing Association at a meeting last November that in a year of working, no fewer than 4,500,000 people passed through the turnstiles of the Association's tracks. In that period the gross receipts amounted to nearly £200,000.

GERMANY CAN PAY.

AMPLE MARGIN FOR REPARATIONS.

BERLIN. The interim report of the Agent-General for Reparation Payments, Mr. Parker Gilbert, covering the execution of the "Experts' Plan" during the first nine months of the fourth annuity year, confirms the opinion that Germany can pay. This fourth annuity year is the last of the "transition period" contemplated by the Plan, and in it Germany has to pay £87,500,000. The fifth annuity year, beginning on September 1st next, will be the first standard year, and, while the contribution from the German transport tax, industrial debentures, and railway bonds will not be increased, the contribution to be provided for in the Budget of the Reich will increase from £25,000,000 to £32,500,000, making a grand total of £125,000,000.

Can the Reich provide the extra £37,500,000? Mr. Parker Gilbert's answer is reassuring. The specific securities provided by the Plan have continued to develop in the way that gives increasing assurance of their ability to provide the standard payments which Germany is required to make. The assigned revenues are yielding a return which would cover with a margin of more than 100 per cent. the Budget contribution of 1,250 million gold marks.

THE TEST TRIAL.

LITTLE GUIDANCE FOR SELECTORS.

LORDS GAME DRAWN.

TOPSY TURVEY CRICKET.

[By H. J. HENLEY.]

What have the selection committees learned?

That is always a question which arises when a Test match trial game is played. They could not have learned much on Saturday.

Worthington, a new comer to representative cricket, made only five. But that does not prove that he is not a potential Test match player. Even Hobbs could not be condemned on a single failure.

Tate took only one wicket on the first day, which cost him 90 runs; but that should not suggest that he is no longer good enough to bowl for England.

Larwood took six wickets very cheaply, but everyone knew that he was a good bowler without this further evidence.

On the top of all this Staples and Nichols, the last pair in the batting list, made runs better and more brightly than anyone else on the side. Yet they were played for their bowling! It was all rather topsy-turvy.

Pity the poor selection committee!

Apart from Larwood's bowling, Smith's wicket-keeping and the last-wicket stand which produced 80 good-looking runs in many minutes, the cricket was not impressive.

Watson began well. He made some fine shots, but he suddenly sobered down. It was as if he had realised that he was playing for a place in a Test match. He saw that bogy behind the bowler's arm which has lent England so many Test matches.

He suspected guile in the most common of half-volleys. But they had to run him out to get him out when he had made 40.

AMES SHAPES WELL.

D. R. Jardine, captain of the side, was Watson's partner during a stand which produced 63 runs for the third wicket. With things going not too well for his side, the Surrey man battled at his steadiest. He also battled at his best on a wicket slow after recent rain. He always looked the master of the bowling.

O'Connor did not venture so many strokes as he sometimes does for his county, but he passed nothing that deserved hitting and scored as many as nine 4's in his 48.

Ames, like O'Connor, got nearly all his runs in front of the wicket—a refreshing change from the familiar deflecting game. He suggests a future Test player both as a wicket-keeper and as a batsman.

When the ninth wicket fell the total was 227, but Staples and Nichols carried it to 307.

It was very interesting cricket that they played, but at the same time rather disturbing cricket from one point of view, as English bowlers are expected to get the West Indies out very shortly—not to mention the Australians later on.

Larwood bowled well on a wicket not suited to his style—it was too slow to enable him to make the ball rise above stump-height, except upon rare occasions. More than one of his wickets came from bad strokes rather than good balls.

Chapman's Captaincy.

A. P. F. Chapman, England's captain, worked untiringly in the field and made one very good catch at slip.

Chapman's captaincy was not quite so good as his fielding. There were periods when he had two of his faster bowlers on together. There were periods when he had two of his slower-paced bowlers on together. And his faith in Freeman was remarkable.

The day contained one unhappy incident. Hobbs again strained the muscle of the thigh that has given him so much trouble, and to leave the field. He said that he hoped to be able to play to-day, but a cricketer so liable to break down must be a doubtful starter for a Test match.

In fact, Hobbs later stated that though he might bat to-day he would not, if selected, accept the invitation to play in the Test match against the West Indies next Saturday, as he thought that it would not be fair either to the selectors or the rest of the team for him to go into the field unless his leg was perfectly sound.

(Continued on next column.)

JUNIOR KOLAPORE CUP.

CHINA PORTS' GREAT FIGHT.

NIGERIA WIN BY ONE POINT.

[THROUGH ROUTE'S AGENCY.]

LONDON, July 9th.

A fine shoot was witnessed at Bialy to-day for the *Morning Post* Junior Imperial Kolapore Challenge Cup, Nigeria and British Treaty Ports in China fighting hard for first place, Nigeria eventually winning by 324 points against a score of 253 by the China Treaty Ports, who were second.

The Federated Malay States were sixth with 303 points, the Straits Settlements eighth with 492 points, and Johore ninth with a score of 478.

The Prime Minister of Johore, Dato Abdullah, was captain of the Johore team.

The conditions are that teams shall consist of four competitors, each to have ten shots at 300 yards, 300 yards and 600 yards.

The China Treaty Port scores were:

Gunner Lancaster 138
Corpl. Glover 135
Corpl. Grimes 127
Sergt. Trill 123
Bisbop Ferguson-Davie competed for Singapore and returned the capital score of 123.

On the final day E. Tyldesley, who had already scored 84, began slowly, but when he had accustomed himself to the pace of a wicket, slow after a night of rain, he made delightful runs in many directions.

And he found an equally merry partner in Tate.

Tate fears nothing in the cricket world, and in seventy minutes he and Tyldesley put on as many as 151 runs before A. P. F. Chapman declared the innings closed.

Boundary hits abounded during that stand, and Tyldesley showed, not for the first time, that he can play two games—the game of care when things are going wrong with his side, the game of enterprise when runs are needed in a hurry.

The Rest did very badly for a time, but for the second time in the match D. R. Jardine saved the situation. He played perfect cricket—perfect to the eyes of those who do not imagine that the beginning and the end of cricket is fast scoring.

Worthington, that stranger to London, seemed somewhat nervous. Small wonder! He shaped like a batsman in making his 25.

V. W. O. Jupp gave the batsmen most trouble. He so often beat the bat without hitting the wicket. He so often beat the bat without hitting the wicket. He is a very different Jupp in these days from what he was in his Sussex days. He was a fast-medium bowler then. He is a distinctly slow bowler now.

THE REST: 1st Innings.

E. W. Dawson, b Larwood 10
Watson run out 40
Leyland, b Tate 11
D. R. Jardine, c Chapman, b Larwood 48
Worthington, b Larwood 5
E. S. Wyatt, c Smith, b Freeman 7
Ames, b Larwood 40
O'Connor, c Tate, b Larwood 48
Macaulay, c Hallows, b Larwood 38
Staples (S.), not out 38
Nichols, b Smith, b Jupp 15
Extras 15
Total 307

Bowling.—First Innings: Larwood 6/55, Tate 1/80, Jupp 1/46, Freeman 1/70, Hammond 0/28.

THE REST: 2nd Innings.

E. W. Dawson, c Smith, b Jupp 17
Watson, c Hammond, b Larwood 21
Leyland, c Ames, b Jupp 74
D. R. Jardine, not out 23
R. E. S. Wyatt, c Smith, b Freeman 22
Ames, c Freeman, b Jupp 10
O'Connor, c Ames, b Tate 21
Jupp, b Freeman 5
Total (7 wickets) 105

Bowling.—Second Innings: Larwood 1/33, Tate 1/25, Jupp 3/84, Freeman 3/63.

England: 1st Innings.

Sutcliffe, c Jardine, b Staples 101
Hallows, c Ames, b Nichols 65
Tyldesley (E.), not out 180
Hammond, b Nichols 7
A. P. F. Chapman, c Worthington, b Nichols 14
V. W. O. Jupp, b Nichols 1
Smith, c and b Staples 1
Tate, not out 88
Extras 20
Total (6 wickets dec) 423

Bowling.—Nichols 4/103, Macaulay 0/54, Worthington 0/73, Staples 2/78, Leyland 0/32, O'Connor 0/19, Wyatt 0/28, Watson 0/13.

MEN'S DAY AT ASCOT.

BRITISH STILL THE BEST DRESSED.

THE KING'S BLUE WAIST-COAT.

BEIGE AND RED THE WOMEN'S COLOURS.

LONDON, June 30th.

It was Men's Day at the opening of Royal Ascot yesterday. Men outnumbered women by five to one. Once again the gathering showed the British as the best-dressed men in the world. The King followed a new fashion in wearing a French blue single-breasted waistcoat with his black morning coat.

The display of women's dresses was notable for the return of big hats and (fanciful) frocks. Beige and red were the fashionable colours.

The King and Queen drove from Windsor Castle in semi-state, accompanied in the first carriage by the Prince of Wales and the Duke of York. The Duchess of York and Princess Mary were in the second carriage with the Duke of Gloucester and Prince George. The party was given the customary enthusiastic reception.

Clouds hid the sun for long periods during the afternoon and women wore cloaks and even furs, but there were only a few drops of rain.

MAGIC OF ASCOT.

MEETING THAT NEVER LOSES ITS CHARM.

[By J. M. H. JEFFRIES.]

"Well," said one man to another as they walked over the lawns to the tunnel which leads to the paddock, "it's always the same Ascot." And that was how one temporary racegoer at least heard this year's Ascot races ushered in. It was a good introduction, for all that the most cautious cap do is to ask Ascot to be itself over again year in and year out.

There we were, all as last year, watching for the moment when the red outriders would show through the distant gates and presently the cheers would reach us as the cheering horses brought the King and Queen and the Princes and Princesses and the rest of the royal party, wonderful to have that truly royal drive, that cavalcade ever so splendidly accomplished, once more.

More Men Than Ever.

How pleasant to see agreeable things recurring as one looked down on the enclosure and noted it as much the same enclosure, as much the same enclosure scene, to be accurate, as on the first day of Ascot twelve months ago.

There was that quick, discreet touch about it which the first day always seems to have. It seems to be Men's Day always, that first day. Whether it be that women reserve themselves particularly for Cup Day, or hide their numbers in cloaks, is not obvious. But there seemed to be more men than ever, and their dark attire gave a ceremonial touch to the picture.

How pleasant to see all those seductive tents again, marked champagne and iced cup and the like, round the lawns behind the grand stand. How agreeable to note the musical industry of the Life Guards band in their flower-wreathed stand, just as musical when brave men and fair women are seated all around listening to them as when a coming race has emptied the lawns, and they are left in the centre looking in their scarlet coats like so many strawberries without cream.

How pleasant to see the well-set-up soldiers by the military tents, and to see the yeomen and to hear the crowd and even the myriad voice of Tattersall once more.

ASCOT FASHIONS.

BIG HATS AND FANCIFUL FROCKS COME BACK.

[By A WOMAN CORRESPONDENT.]

It was a Coat Ascot. Many of the coats were in beige, red or blue lace. Deep cuffs of georgette or summer fur were on nearly all. Most had high collars, and some were fastened only at the neck.

The new shade of beige was a cocoa-colour. Red in a variety of shades was to be seen in hats, dresses, coats, and shoes.

Ascot brought a "flop" hats back, some being quite half a yard across. One of the prettiest was a Dolly Varden in straw colour with a band of blue ribbon flowers across the front.

The alternative hats were close-fitting—almost like skull-caps—or turban-shaped, such as the Queen of Afghanistan introduced.

(Continued on next column.)

PRISON FOR CABMAN.

"FARE" WHO HAD NO LUGGAGE NEARLY RUN OVER.

VIENNA.

Because they are entitled to charge extra for luggage, the taxicab-drivers of Vienna are always unwilling to accept a "fare" at a railway station who carries only a small handbag, or no luggage at all.

As the drivers of Vienna are Socialists, almost to a man, they are able collectively to defy authority, and choose their own "fares," so that the chaos at a Vienna terminus is not equalled anywhere else in Europe.

Dr. Gassauer, an attorney, arrived at the North Station at midnight with only a small handbag. He walked to a taxicab, and seized the handle of a door. The driver instantly moved on, because he did not want the doctor as a "fare." Dr. Gassauer held on tightly and was nearly run over.

When the driver took a couple with luggage into his cab, Dr. Gassauer gave his card to a gendarme, and started a prosecution. He had to walk home, but he felt elated that he had escaped a serious peril and had done service to the public.

Now a judge has sent the driver to prison for five days, on a charge of causing physical danger to Dr. Gassauer.

LENIN'S BODY.

RIGA, Latvia.

The latest sensation in Moscow, according to travellers arriving here, is a report that the right hand of the embalmed body of Lenin, which lay clenched across the breast, has fallen away. This, it is stated, is the real reason for the sudden closing of the Lenin Mausoleum in Red Square, Moscow, for repairs.

The body of Lenin, who died in 1924, lay in a glass coffin clad in the garments of a Russian worker, with a red rosette pinned on the breast. A perpetual watch was kept over it.

There were no extravaganzas. Skirts were not very short, and sleeves were long. Frocks have become fanciful again, and a higher waist was visible on several.

Materials included black velvet and black stockinette shot with gold. Almost every woman wore a string of pearls.

The Duchess of York combined in her dress all the fashion points of colour, material, and style which Ascot revealed.

She wore a satin coat of beige, with two shaped flounces draped up the front. Her frock was of floral georgette and had draperies falling to her ankles.

The Duchess's hat had a broader brim than usual and a lace edge. She wore a large rosette of lace to match her gown. Her only departure from the prevailing fashions was a black full-length umbrella.

WHAT MEN WORE.

THE KING'S BLUE WAIST-COAT.

[By FORTHELL BECKFORD.]

It was the men who mattered at Ascot yesterday: there were at least five to every woman in the Royal Enclosure. Women no doubt were deterred by the weather from turning up or wearing their best dresses, but the mere male certainly shone.

It was a day of black morning coats, and tall hats, even though there were many more of the younger set of Englishmen present than has been the case since the years immediately following the war.

Clothes, speaking generally, were drab and quiet: the weather did not call for very loud or light coloured frocks. There were very few of the old familiar sponge bags, herringbones, and fancy tweeds.

Lord Westmorland wore one of the new French blue double-breasted waistcoats with his black morning coat. The King also had one of these, but in the single-breasted model.

The Prince of Wales set no new fashion: he was again wearing the pale shade of Oxford blue shirt, and the double collar with the wide opening which he wore at the Derby.

It was left to the Marquess of Londonderry to strike the original note by wearing a morning coat suit of dark grey diagonals, the double-breasted front, lined in black plush silk, his waistcoat of a light shade of grey, and the familiar black satin stock bow tie.

His trousers were made with permanent turn-ups and the sleeves of his morning coat had turn-back cuffs.

There were dozens of the younger men about town, all wearing perfectly cut morning coats, that one with the pointed tail and either one or two buttons on the front—Daily Mail.

NEW CHARM OF SANDRINGHAM.

THE KING'S KEEN INTEREST.

HIS SURE EYE FOR LANDSCAPE.

[By F. W. D. IZZARD.]

SANDRINGHAM, Norfolk.

The gardens of the royal demesne of Sandringham again are being visited freely by the public on the two days of the week—Wednesday and Thursday—on which for five hours they are thrown open in the name of sick and nursing charities.

The past two years have seen various changes in the royal gardens which, though quite simple, have given much aesthetic gain. But in its way no innovation is so striking as the erection of a turnstile just within the little gate in the wall by which the public has access to the actual grounds of Sandringham House.

The sixpences, which last year between May and September totalled nearly £1,100, are registered within full view of the windows. That is some indication of the freedom which is allowed visitors.

To one who has known the royal gardens for very long period there are almost every part of them certain obvious differences of recent making, and all for the good.

Of these the King has been the inspiration. His Majesty has a sure eye for landscape effects, a love of full-grown trees, and a vision of the views from every vantage, including the windows of his own room, as any sincere garden owner would do, for the eyes rest longest on those scenes.

And so it has come about that under the supervision of Mr. Thomas Cook, the head gardener, whose own ideas of garden beauty are in perfect line with those of his royal master, a judicious removal of trees here and there has opened out some charming prospects. I do not think the quiet woodland setting of Sandringham has ever looked more attractive than in the June freshness of today.

The Queen's Nest.

From some of the walls of the house the crude ivies have been removed, and young flowering climbers, like the blue ceanothus *veitchianus*, planted. At the end of the terrace is the rock garden, formed of the brownish Sandringham stone, and at present abutting with Alpine flowers.

Perched above it is "The Queen's Nest," the quaint little tea-house which the late Sir Dighton Probyn so ingeniously gave it to Queen Alexandra.

To the terraces, the rock garden, and even this little "nest," the public has free access.

The delightful walks by the water and round the wilder parts of the gardens are as free as the terraces and formally planted spaces, and I am told that the behaviour of the public has been admirable. No vestige of litter has been left behind.

But it is, unfortunately, still a matter of annoyance that the rhododendrons which fringe the open woodlands beside the public roads on the royal estate are despoiled in the flowering season.

The Herbaceous Borders.

Through the gates of the kitchen garden visitors pass into the massive pergola through which Queen Alexandra in her later years used to be driven every Sunday. Beyond it lie on each side the herbaceous borders, in two sections making a total length of nearly a quarter of a mile, and about 14ft. in breadth.

The first section was replanted two seasons ago to give a gradation of colours along its length, starting with groups of the light and delicate pinks and mauves, and running on through the reds, crimsons, and purples to the various shades of blue.

This section is now beginning to glow with its midsummer beauty. The further section is composed of mixed flowering plants, and in the height of the season is gorgeously full of colour, while running across the end is a broad border of Michaelmas daisies which is the delight of their Majesties during their autumn visit to Sandringham.

Elsewhere in the kitchen garden flowers are mingled discreetly with vegetables, so that colour always is present. Dahlias and beetroot, chrysanthemums and carrots are two of these combinations.

Espalier apples form the background of the herbaceous borders, with, above the espaliers, high metal arches over which are trained varieties of apples which have bright-coloured fruits.

King's Favourite Flower.

The public is not allowed in the conservatories, but there is one house where the butterfly flower (*schizanthus*), *clarkia elegans*, *herbaceous calceolarias*, and other plants now are in glorious display, near the door of which beautiful things are massed for visitors to see.

Carnations are favourites with the King and Queen, and two more ranges of glass have been given to these flowers. Here are blooms of White Pearl, which so often

(Continued at foot of next column.)

THE PSYCHIC HEALER CURES 'DIABETES.'

I had been suffering from 'diabetes' for many years. I had gone under many treatments, but all in vain. I had no hope of recovery. I was told by one of my friends to see the 'Psychic Healer' now staying in the Hotel Savoy. So, I went to consult him, who gave me a few 'Twines.' I acted according to his instructions and now I am completely cured of my disease.

I offer my sincere thanks to the renowned 'Spiritualist.'

(Sgd.) E. S. YIP.

57, CANNON ROAD.

Hong Kong, 6th July, 1928.

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2. If you wish to see or to have a photo of your relative dead or living abroad.

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Rooms No. 38 and 39.

[Sdwl]

CANCER AND ITS CAUSES.

MR. ELLIS BARKER'S STRIKING BOOK.

DISEASE OF FAULTY LIVING AND FEEDING.

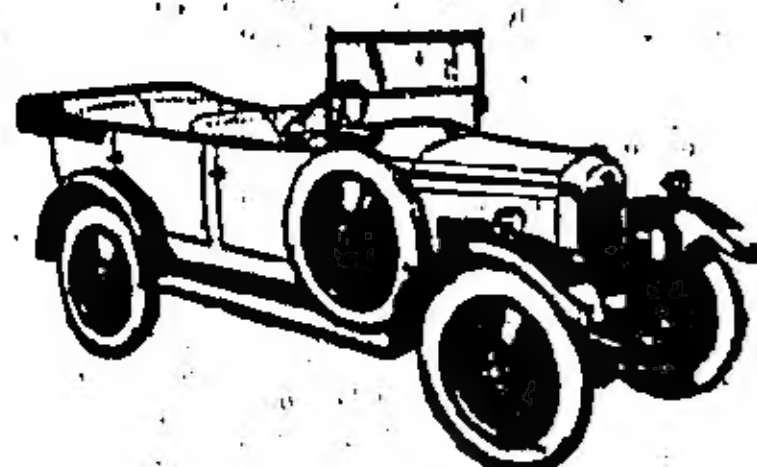
Sir W. Arbuthnot Lane, in the introduction which he contributes to a remarkable book, "Cancer, the Surgeon and Researcher," by J. Ellis Barker, commends it to the public with the warmest praise. He says:

It ought to be read by all medical men and by all heads of families, and particularly by the women, for the foundation of cancer is laid in the kitchen and in the dining-room, and women have it in their power to limit its ravages and even to

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THE HONG KONG DAILY PRESS, WEDNESDAY, JULY 11th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Local and General—Useful for Hong Kong—A Cosmopolitan Staff—The Very Small Motor-car—
British Motor Car Triumph—Women's Task on the Motor Tour—Baby Car in France—
Across Darkest Africa—Women's Car Race—Value in British Cars.

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MOTOR NOTES.

LOCAL AND GENERAL.

CASTLE PEAK CAFETERIA.

The new buildings and swimming pool of the Castle Peak Cafeteria have now been thrown open to the public. The tea is supplied at a moderate price, and the price for bathing in the pool is 30 cents for the swim and room in which to change. The garage is also open for motorists who wish to park their cars overnight.

NEW FORD CARS.

Perhaps the very first Sports Coupe of the new Fords to arrive in South China was recently supplied to one of the first orderers. Its arrival was somewhat of a surprise to the delighted owners, and a trial run in the car showed that it was fully capable of doing all that has been claimed for it. Incidentally, it may be mentioned that the Ford dealers at Mong Kok have one of the very best assortment of spares ever placed at the service of local motor-car dealers.

NEW HARLEY DAVIDSON LUGGAGE VANS.

A very convincing argument has been put forward by the Harley Davidson Motor-Cycle Factory of U.S.A. in their slogan of "Why a one-ton truck to deliver a one-pound package." They have marketed new combination models suitable for parcel work, which are capable of carrying over 500 pounds in weight at a cost of one-third the running cost of motor trucks. A new shipment of these Harley Davidson Parcelcar cycles is due to arrive by the s.s. *President Adams*, and have already been sold to the General Post Office at Macao for delivery service.

The local agents, Messrs. Gascon Motor Co., opposite the Steam Laundry, Kowloon, would be glad to give any local firm a demonstration of the capabilities of this new Parcelcar before it is shipped to Macao.

All the latest improvements are embodied in this new cycle, which during the past has met with unusual success in the States.

NATHAN ROAD ELECTRIC LIGHTING.

Steel poles are now being erected on both sides of Nathan Road, Kowloon, and high powered electric lights will be hung from wires stretched across the road. The old gas lamp-posts will soon be taken down, and the bug-bear of being sandwiched between the lamp post and a 'bus, will soon be non-existent.

THE PENINSULA HOTEL CORNER.

In spite of the white lines laid by the Kowloon Residents Association to facilitate the negotiating of the corner at the Peninsula Hotel, Kowloon, inconvenience has been caused by the romantic and dreamy looking Indian traffic officer who stops the 'bus in spite of the white lines which guide the driver into Nathan Road. At night the misunderstanding is increased when again the traffic officer switches on the wrong light and still signals with his hand for you to carry on!

RICKSHA ROUTE ALTERATION.

It will be noticed that rickshas have now begun to turn into Nathan Road via Middle Road, between the Peninsula and Kowloon Hotels. This alteration of route has been ordered as a result of the "blind corner" caused by the high fence around the flats under construction in Nathan Road.

CITROENS FOR HIRE.

A new type of car is now placed at the disposal for the public to hire. It is the French car—Citroen—of which the Kowloon Motor 'Bus Company are the owners. The cars include both closed in and touring models, while the price is similar to the charge at all other garages—\$3 an hour.

OUR TAXIS.

The new Clyno taxis which have no doubt impressed the public as a clean and cheap means of conveyance are finding great favour with the residents on the higher levels. No longer are they subject to the bandy of the public vehicles which over-crowd the motor-stands, and the fare to Causeway Road as far as the Italian Convent can be made for the very moderate price of 40 cents. The drivers are most courteous, and it is stated that children are carried at half fare. Hong Kong is very fortunate to have such fine vehicles as taxis.

ROAD WIDENINGS.

Road widening is in progress at several corners of the new Repulse Bay Road and the same is being done by the Naval Hospital. Part of the Naval Hospital Retaining Wall has been demolished, while on the opposite side part of the hillside is being cut away. Motorists should slow down on approaching this slight gradient, and it would be wiser to change down until the truck crossing has been passed. The width of the road is considerably narrowed for the time being by the work, and there is barely room for two cars to cross at the same time.

SAND COVERED CORNERS.

Large quantities of sand are still sprayed on sharp corners and following a rain storm it is a real pleasure to ride around a corner without fear of a violent skid.

THE NEW CHEVROLET.

That the 1928 Chevrolet car has risen to the position of the best seller in the United States is little to be wondered at after a visit to the Hong Kong Hotel's Showroom to see the new Chevrolet car. From its appearance it might be taken for a smaller brother of the Lincoln car. The huge radiator is the striking eye in contrast to last year's model, while the finish in dark red is certainly an attraction.

LEG-ROOM IN LIGHT CARS.

With a view to providing more leg-room for the rear-seat passengers and greater comfort in the front seats, the Standard Company is now fitting its 9 h.p. cars (saloons and 4-seater tourers) with bucket front seats. In addition to serving these objects, the new front seats look very smart and also increase the effective width of entrance to the rear seats. The seating arrangements of this car are, indeed, far more commodious than one would expect from its overall size, it being possible for persons of more than normal stature to "stretch their legs" in either front or back compartment.

AERO ENGINES AT MILAN FAIR.

Armstrong Siddeley aero engines were shown at the Milan Sample Fair. The models, which are all of the air-cooled static radial type, include the five-cylinder Genet and Monogoose and the seven-cylinder Lynx.

The Lynx engine has been selected for use on the new Munich Milan airway over the Alps, while the two smaller engines are used for light aircraft and train purposes.

INCREASED DEMAND FOR NEW-HUDSON BICYCLES.

The demand for New-Hudson bicycles shows no diminution, and large orders continue to reach the factory, not only from the home market, but from all over the world.

A SAVING OF PETROL.

Recently published reports of Tilling-Stevens Motors, Ltd., should interest every man who is concerned with the problem of rapid transport. Tilling-Stevens have proved conclusively that road-transport is by far the most efficient of all methods of goods and passenger carrying; and the "Express" Chassis to be the most economical of all modern commercial vehicles. Not only does the "Express" provide a distinct and profitable saving in petrol consumption, at least one mile per gallon better than any other vehicle of similar horse-power and weight carrying capacity, but by reason of the sound design and perfect workmanship, it minimises repair and maintenance charges and guarantees a length of working life which has few equals.

THE VERY SMALL MOTOR-CAR.

A 9-H.P. SALOON ON TEST.

The very small motor-car has been much in the limelight of late, says the motoring correspondent of a Home paper. This is not surprising. People have discovered that these little vehicles are not toys. They are just orthodox sturdy little motor-cars capable of a good road performance, easy to handle in traffic, easy to house, and a splendid contribution to inexpensive motoring. They are introducing to many families the two-car standard. The big or medium-powered car is used for long trips and the little fellow for shopping expeditions, running to the golf course, and general running about. The women members of the family circle appreciate the small car, finding it delightfully easy to handle.

Sunshine Saloon.

This week I carried out a trial at the request of the makers of the new 9-h.p. Standard sunshine saloon.

There are now quite a number of types of sunshine saloon. The Standard principle is of the simplest. You slide back two bolts, this can be done from the driving seat, and pull the head back to any desired position. It can be locked by means of the bolts into its various positions. The weather was exceptionally hot during the trial. I found the best plan when the sun was shining full on to the car was to use the sliding head as a sunshade, just pulling it back sufficiently to keep off the sun, but allowing at the same time a sufficient opening for ventilation. The car was then as cool as if not cooler than an open car. This type of body will assuredly help the demise of the open tourer. It is ideal.

This little motor-car proved most fascinating to drive. Its baby engine was sweet at all speeds. Its maximum speed proved to be just 45 m.p.h. This is a most creditable performance for a "toy" carrying a four seater, close body, with ample seating room for the driver and front passenger and reasonable accommodation for the two back passengers.

Run Without Fuss.

Naturally with an engine of this size the power output is largely dependent on fast running. What speed the little engine turns over at when the car is doing a speed of 45 m.p.h., which it will do comfortably for miles after miles, I do not know. But at this speed it ran smoothly and without the least fuss, which, in my view, is a very fine achievement.

Acceleration was excellent when the engine was revving. Naturally when it is off its beat it requires speeding up by gear changing. But as this can be done with one finger it is not much of a handicap.

The only criticism I have to make is in regard to the rod type of controls for the hand accelerator and magneto advance and retard. They are apt to shift, and I found that the magneto control continually retarded itself.

Springing and steering were both excellent.

This new Standard impressed me as one of the best small cars that I have seen my pleasure to drive for a long time.

MOTOR-CYCLING.

MONTHLY RUN OF THE KOWLOON CLUB.

The monthly run of the Club for August has been fixed for the first Saturday in August. Members are asked to try and keep the date clear, and the meeting place is as usual at the Star Ferry at 3 p.m. There are several important questions to discuss and it is hoped that as many as possible will attend.

BLESSING THE CARS.

MONTREAL.

At the annual ceremony of blessing the motor-cars in the district of Quebec, at St. Louis de Courville, there were some 200 vehicles of all kinds massed round an open-air altar which had been specially erected. Mgr. C. N. Garipey performed the ceremony, following the celebration of Mass and a special sermon.

Studebaker

HONG KONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15. Brake H.P. 43 at 3000 Revolutions. Piston Displacement 160.37 Cu. In. Wheel Base 117 inches. Speed 62 M.P.H.

Tourer	5 passenger	Nett Weight 3294 lbs.	G\$1,150
Club Sedan	5 passenger	"	1,150
Roadster	4 passenger	"	1,200
Cabriolet	4 passenger	"	1,200
Sedan Royal	5 passenger	"	1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating 17.34. Brake H.P. 70 at 3000 Revolutions. Piston Displacement 161.37 Cu. In. Wheel Base 117 inches. Speed 65 M.P.H.

Tourer Royal	5 passenger	Nett Weight 3070 lbs.	G\$1,450
Roadster	4 passenger	"	1,500
Tourer Royal	7 passenger	"	1,550
Club Sedan	5 passenger	"	1,600
Sedan Royal	5 passenger	"	1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating 26.04. Brake H.P. 85 at 3000 Revolutions. Piston Displacement 353.8 Cu. In. Wheel Base 120 inches. Speed 72 M.P.H.

Roadster Regal	4 passenger	Nett Weight 3315 lbs.	G\$1,900
Club Sedan	5 passenger	"	1,950
Cabriolet Regal	4 passenger	"	2,000
Sedan Regal	5 passenger	"	2,000

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT

N.A.C.C. Horse Power Rating 34.45. Brake H.P. 100 at 3000 Revolutions. Piston Displacement 313 Cu. In. Wheel Base 131 inches. Speed 80 M.P.H.

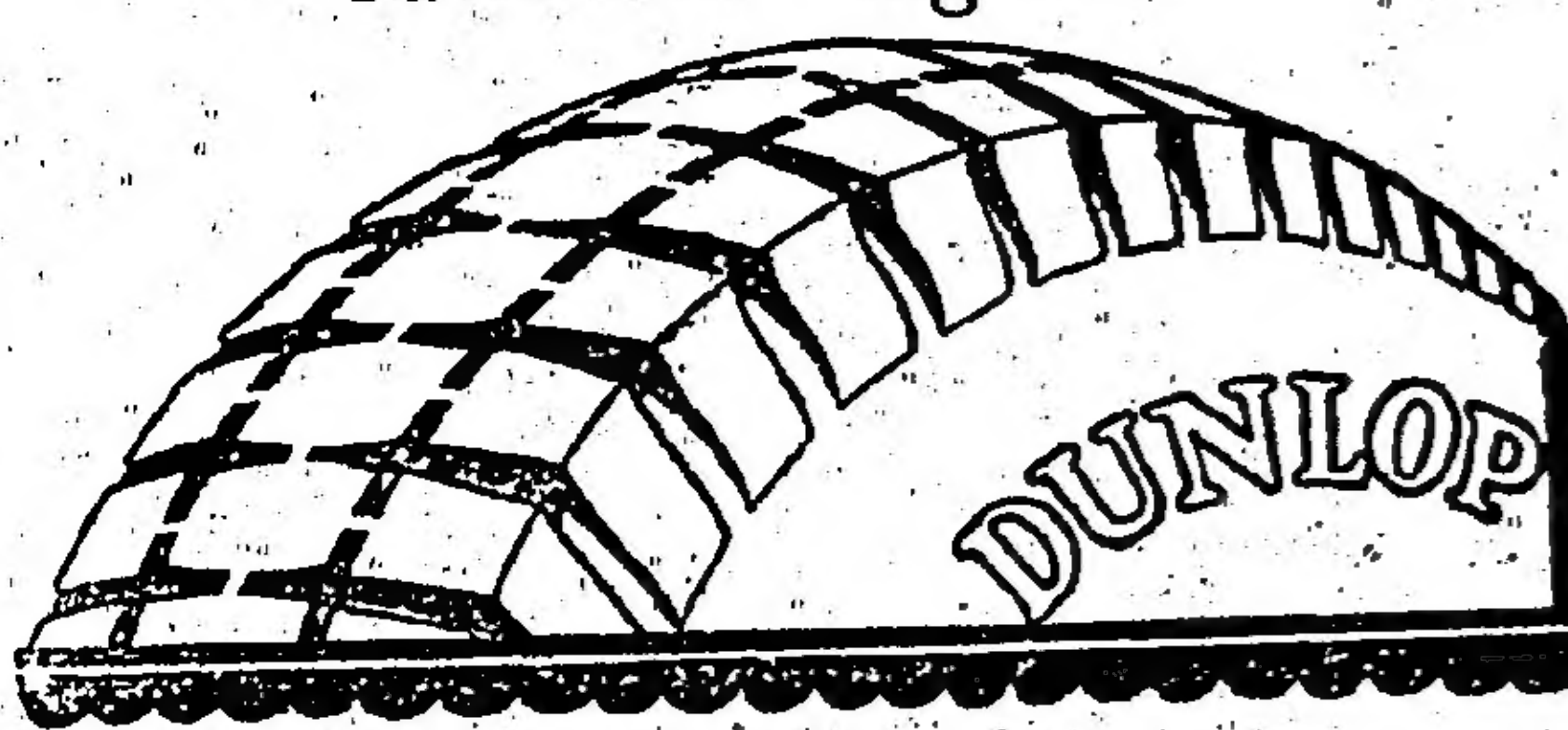
Tourer State	7 passenger	Nett Weight 3760 lbs.	G\$2,500
Sedan State	7 passenger	"	2,650
Berline State	7 passenger	"	2,700
Limousine State	7 passenger	"	2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4735.

Only DUNLOP Experience covers the whole history of the pneumatic tyre.

DUNLOP
Made in England



DUNLOP RUBBER COMPANY, LIMITED.

LOCAL BRANCH:
164, DES VOEUX ROAD CENTRAL.

The Motor Stethoscope



A NEW INVENTION FOR MOTOR CARS AND MOTOR VEHICLES OF ALL KINDS. GARAGES, REPAIR SHOPS, ETC.

PRICE—\$1-5-0 POST FREE.

AN INDISPENSABLE DEVICE FOR LOCATING SOUNDS CAUSED BY DEFECTS IN MOTOR ENGINES AND ALL MOVING MECHANISMS.

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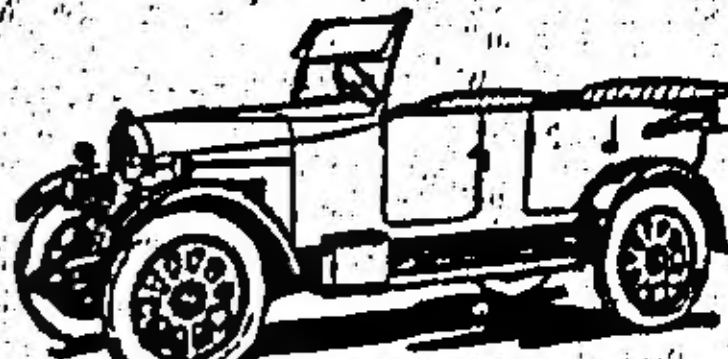
MOTOR SUNDRIES COMPANY.

24-25, Great Russell Street, London, W.C. 1, England.

Humber

Built for Satisfaction Overseas

THE product of one of the oldest Car Manufacturers in the United Kingdom, the Humber 9/20 H.P. Model represents all the fine traditions of British craftsmanship. Its pleasing appearance, robust construction and dependable performance, are such as entitle its claims to be unexcelled for value among British Cars available in the East.



9/20 H.P. 3/4 Seater with Dickey Seat
9/20 H.P. 4-Seater Tourer
9/20 H.P. 4-Seater Saloon
14/40 H.P. 2 1/2 Seater with Dickey Seat
14/40 H.P. 4-Seater
14/40 H.P. 5-Seater
14/40 H.P. 6-Seater
14/40 H.P. 8-Seater
14/40 H.P. 1 Coupe with Dickey Seat

Other Models of 20155 H.P.
Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 3 1/2 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the chain drive is of the type necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

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Representative Office: 94, New Bond Street, W.1.
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MESSRS. LANE, CRAWFORD, LTD., Hong Kong.

For
Austin
Cars
and the
Finest Service

Call on
ALEX. ROSS & CO. (CHINA), LTD.
Prince's Building and 1a, Chater Road,
Tel. C. 27. Tel. C. 2487.

SAFETY FIRST— EVERYWHERE.

Every House, Garage or Car.
Every School, Office, Godown, Hotel,
or other Public Building,
should Avoid the Danger of Fire
by installing

IMPERATOR FIRE EXTINGUISHERS

The Emperor is the most powerful
powder Fire extinguisher in
existence and is guaranteed
to be proof against explosion.

It hurls a jet of powder
12 to 18 yards which is far
more efficacious than
water, but it is so easy to
handle that anyone with-
out previous experience,
even a child, can work it.

The Emperor powder
keeps good indefinitely,
is non-corrosive, odour-
less, causes no damage
to furniture, draperies,
etc., and gives off no
fumes.

For a small first cost
Imperators are a perpetual
safe-guard and insurance
against damage to life and
property by fire.

It is better to be sure than sorry!

To-day is the time to get full
particulars of the Emperor from

ORIENTAL COMMERCIAL CO.

Bank of Canton Buildings.

Tel. C. 4465.

[A.P.M.]

BABY CAR IN FRANCE.

FACTORY FOR 60,000 AUSTIN
"SEVENS" A YEAR.

Arrangements have just been
completed for the manufacture
under licence of the Austin Seven
baby motor-car in France.

This is a real triumph for British
industry, as France is a large pro-

ducer of baby cars. Sir Herbert
Austin, chairman of the Austin
Motor Co., Ltd., told a motoring
correspondent:

"The little Austin will go under
a French name in France, but it
will be identical with the car we
produce here."

A factory is being equipped to
turn out 60,000 cars a year.

So far France, England, and Italy
are the only countries to recognise
the value of the very small car.

MOTOKING NOTES (CONTD.)

BRITISH MOTOR CAR TRIUMPH.

—THREE OTHER NATIONS BEATEN.

THRILLING DUEL WITH AN AMERICAN.

Le Mans, June 17th.
A splendid British motor triumph
in France was achieved here this
afternoon, when Captain Woolf
Barnato, the millionaire sports-
man, driving alternately with Mr.
C. Rubin, another wealthy ama-
teur, piloted a Bentley car to vic-
tory in the 24-hours race over the
Sarthe circuit.

The success is all the more no-
table as the fastest sports cars of
three nations, Italy, the United
States, and France, driven by the
greatest of Continental drivers,
were also competing. The Bentley
covered in the 24 hours a distance
of 1,688.293 miles.

The average rate was therefore
69.5 miles per hour. The distance
is easily a record for the course.
The race is a severe one for
both men and machines. The circuit
is just over 20 miles long, and
two drivers are allowed for each
car, with a reserve driver in case
of accidents.

Britain won last year, Dr. Ben-
jafield and Mr. S. Davis piloting a
Bentley to victory after their car
had been damaged in a collision.

The victory to-day only fell to
the British car after one of the
sternest duels in the history of
motor racing. The race quickly
developed into an individual tussle
between the United States and
Britain, and for hour after hour
through the night and until late
this morning the Bentley and the
American Stutz car waged the
battle for leads of yards and
seconds.

Dawn found the battle still going
on, with only a minute between the
two. A crowd of 200,000 people
witnessed the British success.

All-night Watchers.

The race began at 4 p.m. yester-
day and finished at 4 p.m. this
afternoon. Thousands stayed on
the course all night. Before dawn
many women, worn out with the
long vigil, lay asleep among the
heather and beneath the trees of
the woods that fringe the circuit.
The powerful headlights of the cars
passing every minute or so shone
on pale faces and recumbent figures.

In the first three hours the Ben-
tley team led, with the American
Stutz driven by two Frenchmen,
M. Brissson and M. Bloch, on the
tail of the last Bentley car. They
could not shake the American car
off. Again and again Captain Bar-
nato looked back, only to see the
bonnet of the Stutz.

Wheel Red Hot.

At the end of the third lap
trouble began for the Bentley team.
A tyre of the car driven by Mr.
H. R. Birkin suddenly went flat
while he was travelling at speed.
Mr. Birkin made an effort to reach
the pit, but the tread of the tyre
came off, wound itself round the
spokes of his wheel and the brake
connections, forced on the brake,
and the car plunged into a ditch.
Mr. Birkin was unhurt. He leaped
out and tried to cut away the
tyre with a penknife. The wheel
was almost red-hot, and he received
burns about the hands. Having
freed the car, he ran four miles to
the replenishment pit. M. Chaf-
fagne, his partner, an elderly
French driver, then spurred back
for the four miles carrying two
jacks. He was almost exhausted,
but he repaired the trouble and
continued the race.

Meanwhile the Bentley driven by
Mr. Clement and Dr. Benjafield
burst an oil-pipe. Captain Barnato
and Mr. Rubin were alone left to
deal with the Stutz.

At the beginning of the fourth
hour the Stutz took the lead. The
crowds in the grand stands shouted
"America leads!" British hopes
were now waning. Two of the
Lagondas, which had been travel-
ling well, crashed. Mr. Samuelson
drove one into a sandbank and bar-
rier at a bad corner in the village
of Mulsanne. The car plunged into
the bank and pushed down a bar-
racked.

The second Lagonda, driven by
Baron d'Erlanger, another million-
aire driver in this wonderful race,
was following close behind and
crashed into the back of the first
car. Baron d'Erlanger was cut over
the eye, but carried on.

The frame of his car was twisted
so badly that only the hand brake
would act. The headlights were
also damaged, and, when darkness
fell, shone everywhere except on
the road ahead. Despite this,
Baron d'Erlanger, trusting only to
the hand brake and also to the
lights of other cars to guide him,
continued to lap at an average
speed of 64 miles an hour.

Again and again the attendants
of the replenishment pit signalled
him in but he would not stop.
When at last he did so it was
noticed that his face was streaked
with blood.

Baron d'Erlanger is a member of
the famous French banking family.
The mechanics of the pit christen-
ed him "Poker Face," as his ex-
pression never changed while driv-
ing or during the feverish hour round
during replenishments. His effort
was one of the pluckiest episodes
of the race. He actually finished
with the frame completely broken
and only held together by one bar.

It is the eleventh hour of the
race—i.e., three o'clock this morn-
ing. The Bentley and Stutz are
still struggling together, the Stutz
a few seconds ahead. Both came
into the pit almost together, and
we saw an interesting contrast in
personalities.

Mr. Barnato steps out of his car.
Mr. Bloch leaps out of the Stutz.
Time, of course, is very precious.
The English pit supervisor gives his
orders calmly and deliberately.
Only the driver can attend to the
car, but he gets instructions from
the pit.

"Shock absorber wants tighten-
ing," said the supervisor. Mr.
Barnato does his job quietly and
deliberately.

"Take up some brake." Unhur-
riedly but rapidly the orders are
carried out.

Orders from a number of people
are shot rapidly from the Stutz pit.
Mr. Bloch dashes to and fro. A
huge petrol filler is plunged into
his rear tank. He hurls in time of
petrol. So great is the excitement
that Mr. Bloch does not notice that
his tank is overflowing. Then time,
after time tin after tin is thrown in,
until 12 gallons have overflowed on
to the road. Only then did Mr.
Bloch realise the situation.

At the other pit Mr. Rubin
awakes from a brief sleep, drinks
a glass of champagne, receives the
O.K., gets into his seat, and is
away a second ahead of the Stutz.
Now a change comes over the
race. A fog precedes the dawn.
The crowds in the grand stands
wait anxiously to see who will
emerge from the mist. Suddenly
headlights loom up. Who is it?
As the car goes by the outline of
the Bentley is faintly picked out.
"Britain leads!" shout the crowd.

In A Fog.

It is not until three minutes later
that the lights of the Stutz appear.
The driver is troubled by the fog.
For the next hour or so the Ben-
tley creeps ahead in the mist. At
eight o'clock in the morning people
who had gone into Le Mans to
sleep for the night and return after
breakfast find the Bentley-Stutz
struggle still continuing; but now
the Bentley is ten minutes ahead
and it gradually increases its lead
throughout the morning. In the
last hour the Stutz went lame.

The driver had to hold in his
gear lever with his hand. Although
the Bentley in the end beat the
Stutz by about 60 miles the issue
was in doubt until quite late in the
day.

It was one of the greatest strug-
gles ever seen in a road race. After
the victory the two French drivers
of the Stutz car dashed up and
kissed the British drivers.

The final positions were:
1. Bentley—Messrs. Barnato and
Rubin. (British.)
2. Stutz—Messrs. Brissson and
Bloch. (American.)
3. Chrysler—Messrs. Stossel and
Bosignol. (American.)
4. Chrysler—Count C. Chica and
Mr. G. Chica. (American.)
5. Bentley—Messrs. Birkin and
Chassagne. (British.)
6. Alvis—Major Harvey and Mr.
Purdia. (British.)

The Rudge-Whitworth Cup was
won by a French Salomon—Daily
Mail.

ACROSS DARKEST AFRICA.

11.0 H.P. MORRIS CAR BLAZES
TRAIL.

FROM LAGOS TO MOMBASA.

Amid all the propaganda directed
against the British small car and
all the much boasted, an English
official has quietly driven his Mor-
ris Cowley in Nigeria he had little
doubt of reaching Mombasa; and
so on the 23rd February, accom-
panied by his Nigerian servant, and
taking with him an extra spare
wheel, a piece of coconut matting
and two short strips of expanded
metal, he set out from Kano where
he had previously arrived by car
from Lagos. Exactly a month later,
and after traversing French Equa-
torial Africa, he drove into Nairobi
and then proceeded to Mombasa,
having easily averaged 100 miles a
day. The only incident was the
gutting of the petrol trailer, which
caught fire nine days out of Kano.

Nigerian Administrative Service,
decided he would proceed home by
an East Coast liner. Having ex-
perienced the qualities of his Mor-
ris Cowley in Nigeria he had little
doubt of reaching Mombasa; and
so on the 23rd February, accom-
panied by his Nigerian servant, and
taking with him an extra spare
wheel, a piece of coconut matting
and two short strips of expanded
metal, he set out from Kano where
he had previously arrived by car
from Lagos. Exactly a month later,
and after traversing French Equa-
torial Africa, he drove into Nairobi
and then proceeded to Mombasa,
having easily averaged 100 miles a
day. The only incident was the
gutting of the petrol trailer, which
caught fire nine days out of Kano.

A COSMOPOLITAN STAFF.

STUDEBAKER EMPLOYEES AT SOUTH BEND.

39 NATIONALITIES.

Studebaker and Erskine automo-
biles are built by men from nearly
every country in the world. This
fact was revealed by a recent sur-
vey of Studebaker employees, which
showed that 2,932 employees repre-
senting 39 nations, are engaged in
building Studebaker and Erskine
automobiles at South Bend, In-
diana, U.S.A.

While these men are not actually
working in their native countries,
nevertheless their families and
relatives share in their prosperity.
Each year these men in South Bend
send large sums of money to their
families back home. Thus it is
evident that the prosperity enjoyed
by the men engaged in the produc-
tion of these cars spreads into
many other countries in addition to
the United States.

The 39 nationalities, and number
of each, employed in the Stude-
baker plants at South Bend are as
follows:—Hungary 898, Poland 343,
Germany 231, Austria 164, Belgium
163, Russia 96, Sweden 71, Canada
69, England 63, Italy 62, Serbia 43,
Jugo-Slavia 39, Holland 29, Portu-
gal 28, Greece 22, Ireland 17, Scot-
land 17, Denmark 16, Lithuania 13,
Norway 8, Bulgaria 8, France 7,
Switzerland 7, Syria 6, Roumania 3,
Finland 3, Czechoslovakia 3,
Albania 2, Australia 2, India 2,
Korea 2, Mexico 2, Persia 2,
Bohemia 1, Dutch East Indies 1,
Slovakia 1, South America 1, Tur-
key 1, and Wales 1.

USEFUL FOR HONG KONG.

A RUBBER HOOD FOR DIS- TRIBUTOR HEAD.

Adoption of a new device which
makes the famous Studebaker Com-
mander motor completely water-
proof is one of the latest automo-
tive improvements developed by
Studebaker's engineering staff.

Every motorist who has had his
engine die during a severe rain
storm or after having driven
through a stream will appreciate
the value of this new development.
It consists of a rubber hood over
the distributor head, which not only
protects the distributor, but com-
pletely covers the ignition cables
leading to the spark plugs.

The entire wiring system on the
Commander is now thoroughly pro-
tected against moisture. The spark
plugs have rubber caps, and the
spark plug cables are protected by
a metal conduit on the cylinder
head. All other wiring is enclosed
in metal conduits or protected by
rubber sheathing.

VALUE IN BRITISH CARS.

QUALITY AND LOW PRICES.

The year of 1928 has been marked
by one thing—the low prices of
first-class British cars. Small and
medium sized cars are now within
the reach of men and women with
very modest means and the time
may soon be coming when "every
man his own car—and a British car
at that" will be a British slogan.

The 14 h.p. Standards, at the new
prices just announced, are examples
of the very best British value.
These cars are now listed at the
following "home prices": Canley
2-seater £220, Sidmouth tourer £225,
Stratford tourer £230, Sherbourne
touring saloon £265, Corley Coupé
£280, Farnham fabric saloon £280,
Pall Mall saloon £225.

The announcement of the new
prices, coming just before Easter,
was followed by large sales. Each
car is remarkable value, but per-
haps the most outstanding are the
Stratford tourer, the Sherbourne
touring saloon and the Farnham
fabric saloon.

The Stratford is by no means an
ordinary touring car, for the side-
curtains are in reality windows, of
the pull-up type, but made of
celluloid instead of glass. Thus
they can never become cracked or
scratched—the two main disadvan-
tages applying to side-curtains of
the ordinary pattern. Many mo-
torists, indeed, consider that this
system, which was introduced by
the Standard Co. two years ago and
is fully patented by them, makes
side-curtains preferable to glass
windows, in that they are lighter,
safer and cheaper; in addition, the
car can be converted into a full
tourer in a few seconds, should fine
weather render this desirable.

Until recently the Farnham
saloon cost £225, and at that figure
it was considered very good value,
with its excellent performance,
luxurious upholstery and handsome
appearance. At its new price of
£280 there is little on the market
to touch it. The same remarks
apply to the Sherbourne touring
saloon, which at £265 is particu-
larly attractive.

WOMAN'S TASK ON THE MOTOR TOUR.

PACKING IS THE BIG PROBLEM.

[BY THE HON. MRS. VICTOR BRUCE.]

Much joy is linked up with the
preparations for a motor-car tour-
ing holiday. Map studying and
itinerary making share with
mechanical overhauling in making
the last few days before the start
a period of feverish enthusiasm and
anticipation. Packing is the big
problem, and like most difficult
tasks it is often left to the women
of the party.

The best way is to carry out a
dress rehearsal the day before start-
ing. It will inevitably be found
that there isn't room for every-
thing, and a revision of luggage
arrangements on the morning of
the start is irksome.

First, it is better to make a list
of the things which each member
of the party wants to take, as many
separate lists as there are members.
There will be barely room for es-
sentials; in fact, any articles or
garments which are not vitally
necessary from day to day are bet-
ter sent on by train to some large
towns through which it will be
necessary to pass within a day or
so of a given date. At these halts
soiled linen and so forth can be
sent home. Several such towns,
suitably spaced through the rough
itinerary, can be selected.

Unscientific Packing.

Various ills can be caused by un-
scientific packing. If the rear car-
rier is overloaded, the car will be
heavy and uncertain to steer, and
even dangerously unstable on loose
or greasy surfaces.

On the other hand, trunks, suit-
cases, or worse still haphazard
parcels carried in the interior of
the car will seriously interfere with
the comfort of the passengers.

Anything in the nature of restric-
tion of movement of the feet or
arms is fatal to full enjoyment,
and it is really wise not to carry
the car's nominal complement of
passengers. A five-seater with only
four aboard leaves just that little
latitude which makes all the dif-
ference—provided the absent fifth
passenger's space is not filled with
overlaid luggage. Luggage expos-
ed on the rear carrier should be
protected from rain and dust by
waterproof sheeting.

Even though the more important
meals are taken in hotels, it is
often more enjoyable to have tea in
a quiet dell, or by lake or river-
side—and comforting, moreover, to
have the means of obtaining a real
home-made cup of tea at any hour
of the day. A petrol stove, a com-
bined kettle and teapot, and the
necessary raw material are infinite-
ly preferable to a vacuum flask for
the purpose.

If the car is of the fast-disap-
pearing open touring variety, the
temptation to use the furred hood
as a receptacle for odd articles
should be avoided, since a shower
of cameras—vital items of touring
paraphernalia—is unpleasant when
one is seeking protection from a
sudden shower of rain, apart from
the probable damage to the hood
material.

Loose luggage in the car should
be prevented from chafing the up-
holstery. Spare oil supplies are
more suitably carried in the tool-
box or under the bonnet, while a
petrol can can be fixed securely on
the running board.—Daily Mail.

WOMEN'S CAR RACE.

FIRST AT BROOKLANDS.

LONDON, June 14th.

The ban on women racing motor-
cars imposed by the Brooklands
Automobile Racing Club has not
only been lifted but the club has
also organised a race for women to
take place at the first evening
meeting, also an innovation, next
Thursday. The race is over two
laps, and the meeting begins at 8
p.m.

An official of the club said:
"The decision to allow women to
race is a sign of the times.
Women are playing an increasing
part in motoring."

Cars, including racing cars, are
also changing. The heavy, un-
wieldy type is disappearing and
its place is being taken by the
very fast small car, which women
are able to handle.

It has not yet been decided to
allow women to race against men
at our ordinary meetings.

The women who have entered
are:

Miss M. J. Maconachie, Salmonson
(French).
Miss M. M. Bond, Bugatti
(French).
Miss H. M. Lister, Aston-Martin
(British).
Hon. Mrs. Victor Bruce, A.C.
(British).
Mrs. K. Martin, Riley (British).
Miss Melchers, Bugatti (French).
Mrs. W. B. Scott, Sunbeam
(British).

Miss Lister is the owner of a
number of racing cars. Mrs. Mar-
tin is the wife of Mr. Lionel Mar-
tin, the Brooklands driver, and she
has acted for him on many occa-
sions as pit attendant and mechanic.
Mr. Victor Bruce has done a good
deal of speed work on the
Monthery track near Paris.

WIFE WHO WAS CHERISHED LIKE A JEWEL.

A PURDAH PROBLEM.

[BY THE WIFE OF A POLITICAL
OFFICER.]

The head chicks swayed and
tinkled behind me as I crossed the
threshold of the women's apart-
ments.

The perfumed air was dim, as it
needs must be when broad veran-
dahs keep off the light and heat of
the sun, and for a moment I could
not distinguish my hostesses among
the little group of silk-clad figures.

Then her Highness came forward
and, leading me by the hand, made
me sit beside her on the divan,
while her women brought garlands
of flowers to hang round my neck,
jasmine bracelets for my wrists, and
rosewater in a slender silver flagon.

Where Pearls Are Scattered Like
Confetti.

Nothing is too good for the
honoured guests, and I have seen
pearls scattered in the path of
Queen Mary with as careless a
gesture as we strew confetti at a
Western wedding.

We sipped sherbet and chatted
on innumerable subjects while I
waited patiently to hear the reason
why I had been summoned with
such urgency from so far away.

Sunset From The Palace Roof.

Presently we went out on to the
palace roof to watch the sunset.
The women, many of them family
dependents, were dismissed and we
were alone. The palm trees stood
black against the crimson sky, the
elephant bells jangled, and the fly-
ing foxes woke up and with shrill,
chattering cries started on their
nightly pillage of the fruit orchards.

Below us in the tank the sacred
crocodiles churned the water as
they fought for the carcass of a
goat which the priests flung down
to them.

Princess Who Preferred Purdah To Freedom.

Years ago, when I had first met
the princess, I had offered clumsy
Western sympathy upon the depri-
vations of her life under the pur-
dah system. But she would have
none of it. "Come out of the zenana!
Be exposed to the gaze of every
stranger who comes to the palace?
What indignity! What indignity!
No, let me live as the women of
my race have ever lived, cloistered,
apart, and treasured. To a Jew-
el to be hidden from curious eyes,
existing only for him and for his
family."

And I was left to ponder this,
to me, quite new aspect of the veiled
women problem.

Sharing The Honours Of Wifehood.

But now I was to learn how fate
had taught this graceful, fragile
piece of womanhood, and was pre-
paring to break her on the wheel.
Here was her problem.

She had no children, but up to
the moment this had in no way
alienated her husband's affection.
The adoption of an heir would
readily be sanctioned. Suddenly
the Prime Minister, always her
secret enemy, had intrigued that
his own daughter should share the
honours of wifehood, and his High-
ness, a weak man and possibly in
the power of his State adviser, was
on the verge of consenting.

Helpless In The Face Of Tragedy.

If this happened life would be
over for my friend. Was there
nothing to be done? Could the
British Raj help her in this ex-
tremity? Sadly I was silent, for
I knew that Government would
never interfere in what was really
a perfectly natural and legitimate
proposition.

The Prime Minister might be a
double-dyed scoundrel—subjectively
I had no doubts on the subject—but
proof of this would be impossible
to obtain. She clung to me and
wept.

From far away came the call of
the hunting leopard and the mono-
tonous rhythmic throbbing of the
tom-tom. I felt as if I had been
 thrust back into some far-off, bar-
baric, elemental age where modern
civilisation and its conventions held
no place. But the moment passed,
for life never stands still, and with
all my pity and all my sympathy,
there was nothing whatever in the
world to be done—I could only say
"good-bye" and go.—Daily Mail.

POMPADOUR'S GOLD SNUFF BOX.

Just under 248,000 was realised in
about two hours for 70 lots of
furniture and other art objects at
Messrs. Christie's sale rooms.
The chief lot consisted of a
Queen Anne walnut console table,
mirror, and two torches which
were knocked down to Mr. Moss
Harris for the record sum of
£10,605.

Ten miniatures taken by James
II. to St. Germain when he fled the
country in 1688 were sold. A hun-
dred years ago these miniatures
were sold at Christie's for £147.
Yesterday they produced £8,767.
Another item was Madame de
Pompadour's gold snuff box, sold
for £2,380.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & PORT RAYON ... "HUPH" ... On 11th July, 9 a.m.	
SWATOW & SHANGHAI ... "LINAN" ... On 12th July, 2 p.m.	
SHANGHAI & TIENTSIN ... "SUIYANG" ... On 14th July, 5 a.m.	
WUHAN, CHANGSHU & ... "KUBICHOV" ... On 14th July, 4 p.m.	
TIENTSIN ... "KINGYUAN" ... On 15th July, 6 a.m.	
AMOI, SWATOW, SHANGHAI & BANGKOK ... "KALGAN" ... On 15th July, 1 p.m.	
SWATOW & BANGKOK ... "KANOHOW" ... On 16th July, Noon	
CHANGSHU & DALNY ... "SHANTUNG" ... On 17th July, 6 a.m.	
AMOI, SHANGHAI & TIENTSIN ... "CHENAN" ... On 18th July, 10 a.m.	
HONGKONG, PAKHOI & HAIPHONG ... "CHENAN" ... On 18th July, 2 p.m.	
SWATOW & SHANGHAI ... "SUOCHOW" ... On 21st July, 6 a.m.	
SHANGHAI & TIENTSIN ... "ANKING" ... On 22nd July, 9 a.m.	
AMOI, SWATOW & BANGKOK ... "KWANGCHOW" ... On 23rd July, 1 p.m.	
SWATOW, SHANGHAI, NEW-CHOW & DALNY ... "YINGCHOW" ... On 23rd July, Noon	
AMOI, SHANGHAI & TIENTSIN ... "SINKANG" ... On 24th July, 6 a.m.	

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HONGKONG TO SYDNEY—19 DAYS.

Steamers	Days Home Kops on or about	Sailings Kops on or about
TAIPING	In Port	17th July
CHANGTE	7th August	17th August
TAIPING	7th September	14th September
CHANGTE	8th October	18th October

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S.S. "DARDANUS"	Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th August
S.S. "LYCAON"	Via Suez Canal	24th August

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M.V. "MALAYAN PRINCE" 26th July

S.S. "ROYAL PRINCE" 22nd August

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MAIL AND CARGO STEAMERS TO AND FROM MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles	17th July	For Shanghai and Japan	17th July
ANDRE LEBON	31st July	ANDRE LEBON	31st July
CHENONORBAUX	14th Aug.	CHENONORBAUX	14th Aug.
PORTHOS	28th Aug.	PORTHOS	28th Aug.
ATHOS II	28th Aug.	ATHOS II	28th Aug.
From Dunkirk, Antwerp, London		For Marseilles	
LE ST LOUBERT	22nd July	ANGERS	17th July
BIE (Cargo)	22nd July	PAUL LEOAT	31st July
For Shanghai, Japan and North China		ANDRE LEBON	14th Aug.
LE ST LOUBERT	22nd July	CHENONORBAUX	28th Aug.
BIE (Cargo)	22nd July		

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Cie des MESSAGERIES MARITIMES,

4, rue de la Paix, C. 551 and 740. 8, Queen's Building.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

July 9th.

Hector, British str., 1,168 tons, Capt. A. Ouden, from Shanghai, which port she left on July 7th, with 3,349 tons of general cargo, lying at Holt's Wharf.—B. & S.

Hellas, Norwegian str., 1,114 tons, Capt. T. Davidson, from Bangkok and Swatow, with rice and general cargo, lying at buoy No. C46. Thoresen & Co.

Kueichow, British str., 1,290 tons, Capt. A. F. Summersfield, from Tongku and Swatow, with a general cargo, lying at buoy No. C37.—B. & S.

Oldenburg, German str., 3,106 tons, Capt. O. Hensen, from Hamburg and Singapore. The latter port she left on July 4th, with a general cargo, lying at Kowloon Wharf.—Jensen & Co.

Ombilin, Dutch str., 3,190 tons, Capt. M. Schreuder, from Sourabaya and Stagen, with a cargo of rice, lying at buoy No. A10.—J.C.J.L.

Saka Maru, Japanese str., 3,385 tons, Capt. M. Yamamoto, from Karatsu, which port she left on July 2nd, with a cargo of coal, lying at buoy No. B50.—Y.K.K.

July 10th.

Anking, British str., 2,047 tons, Capt. C. P. Cole, from Singapore and Amoy, with a general cargo, lying at buoy No. B11.—B. & S.

Cremer, Dutch motor ship, 2,784 tons, Capt. G. J. Harmsen, from Singapore, which port she left on July 5th, with a general cargo, lying at buoy No. A3.—J.C.J.L.

Hanoh, French str., 630 tons, Capt. L. Cruchot, from Fort Bayard, with a general cargo, lying at buoy No. B21.—M.M.

Kawachi Maru, Japanese str., 3,568 tons, Capt. Takaharu Otsuda, from Buenos Aires and Singapore. The latter port she left on July 4th, with a general cargo, lying at buoy No. A29.—N.Y.K.

Linan, British str., 1,356 tons, Capt. T. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Pembrokehire, British str., 4,608 tons, Capt. Suter, from Shanghai, which port she left on July 7th, with a general cargo, lying at buoy No. A1.—Jardine, Matheson & Co.

Philippines, British str., 11,440 tons, Capt. H. S. Andrews, from Liverpool and Singapore. The latter port she left on July 5th, with 9,100 tons of general cargo, lying at Holt's Wharf.—B. & S.

CLEARANCES.

July 10th.

Altai Maru, for Saigon.

Bellingham, for Manila.

Clare Schen, for Saigon.

Empress of Asia, for Manila.

Fuk Tai, for Kebo.

Hui Hong, for Swatow.

Harmod, for Bangkok.

Hector, for Singapore.

Hsin Foo Sing, for Saigon.

Hui Hoi, for Hoihow.

Kawachi Maru, for Kobe.

Kueichow, for Canton.

Lee Cheung, for Shanghai.

Linan, for Canton.

Pembrokehire, for Singapore.

Peru, for Singapore.

Sui Sang, for Singapore.

Tak Hong, for Macao.

Tak Hong, for Amoy.

Tjibodas, for Amoy.

Tjibodas, for Muntok.

Tung Fu, for Hoihow.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the *s.s. Hector* from Shanghai:—Mr. A. H. Gillingham, Mr. and Mrs. Kwan Ng Shew and infant, Major and Mrs. Lynch, Comdr. E. W. Hardy, Dr. Moseley, Mr. W. D. B. Miller, Miss Philip.

Departures.

The following passengers left here on July 10th by the *s.s. Empress of Asia* for Manila:—Mrs. P. P. Akes, Mr. E. Andrea, Miss V. Abellando, Miss R. Andrea, Mr. and Mrs. W. A. Allen, Miss M. R. Allen, Mr. E. Aguinaldo, Miss Y. Bots, Mr. L. M. Birdwell, Miss T. Birdwell, Mr. O. Blaker, Mr. J. Bocobo, Miss D. H. Bellis, Mr. J. K. Bousfield, Miss V. Calderon, Mr. and Mrs. L. Castillo, Mrs. L. N. V. de Castillo, Mrs. P. V. Couder, Master J. V. Couder, Miss P. Couder, Deaconess J. Clark, Miss H. Cornish, Dr. J. E. Campbell, Mr. J. E. Duran, Miss J. M. Dean, Miss Flora Dodson, Miss M. L. Dean, Mr. S. Datu, Mr. F. C. Davies, Mr. F. C. Dodge, Mr. and Mrs. R. J. Fernandez, Master M. Fernandez, Mrs. P. V. Fabres, Miss Lydia Greene, Mr. and Mrs. A. R. Gallimore and family, Miss M. Gaskel, Mr. F. J. Higham, Mr. H. D. Helms, Mrs. E. Ingebrigtsen, Mr. F. G. Lake, Mr. J. J. Langer, Mr. and Mrs. E. E. Johnson, Miss K. Jain, Miss Ala Lea, Mr. and Mrs. E. H. Lockwood and family, Miss D. C. Macktown, Mr. and Mrs. G. W. Marshall, Mr. and Mrs. A. P. Mustard and family, Mrs. A. Machuca and family, Mr. J. Minakata, Mrs. J. E. Moore, Mr. and Mrs. C. E. de Maligny, Miss Y. Maligny, Mr. and Mrs. L. W. Mercier, Mr. A. W. Nubla, Mrs. S. C. Nubla, Master E. F. Nubla, Mr. M. Okazaki, Rev. D. O'Connell, Miss L. D. Plummer, Mr. and Mrs. T. Rangamannar, Miss F. Russell, Mr. I. W. Schmidt, Mr. H. I. Shoemaker, Mr. S. Tominga, Mrs. P. de Veloz, Mr. A. F. Vaz, Miss C. Valentine, Dr. M. E. Wallace, Mr. D. D. Wood, Miss L. Zapanta.

The following passengers left by the *s.s. President McKinley* for Seattle on July 10th:—Mrs. Dorothy Davis, Mrs. Kate De Poli, and Mr. W. B. Lemly, Comdr. B. Derickson, Mr. Carl Peterson, Mrs. Katherine Springer, Master Howard Springer, Dr. and Mrs. S. W. Phoon, Miss Chan, Mr. D. P. Williams, Mr. Kwan Shung Chong, Mrs. Tee Shee, Mrs. W. J. Hawker, Mr. and Mrs. L. Beale, Mr. W. C. Paxton, Mr. Chang, Mrs. Ng See, Mr. Lai Min Tong, Mr. E. Tai, Mr. W. C. Lui, Mr. C. F. Lui, Mr. Tang Chen, Mr. Siu Nam Ming, Mr. Kwan Yung, Mrs. Mark, Miss Tong Yu Jan, Mr. G. Miura, Mr. M. E. Lautmann, Mr. and Mrs. E. F. Goodenberger, Mr. Wong Woo Chong, Mr. Tom Yung Lung, Mrs. E. H. Lemly, Mr. Victor M. Smith, Major M. Peterson, Mr. Alexander Weill, Mr. F. M. Johnston, Mr. A. Udharan, Capt. W. D. Sharp, Mr. Louis H. C. Sharp, Master Wiloughby Sharp, Mr. and Mrs. J. S. Kunkle, Mr. Lee Ching Chou, Mr. Lee Yu Chi, Mr. Lo Kan, Mr. C. Chen, Miss Ruth Mulliken, Mrs. Foo Pak Chan, Master Pak Jin Dai, Mr. Wong Wai Ban, Mr. F. Y. Tong, Mr. Chung Chi Tung, Mr. K. C. Ho, Mr. Lai On, Mr. S. Dunn, Mr. H. L. Judd, Mr. Tong Shee Yin, Mr. T. Scanlon, Mr. and Mrs. K. W. Chung, Mrs. Hazel Page Lanlaus, Mr. Harold Koe, Master John, Master Alton, Mrs. Lee Hing, Mr. Mo Y Kom Tai, Mr. Lum Love Kong.

The following passengers left Hong Kong per *s.s. Shingo Maru* for San Francisco via ports on July 10th:—Mr. K. Hattori, Mrs. Greenhalgh, Mr. J. S. Gubbay, Mr. Edward Molines, Miss E. R. Bromann, Miss C. L. Williams, Miss D. Hill, Miss M. McVey, Mr. Tung Kwong Yuan, Mr. and Mrs. Y. Porteous, Mr. S. K. Chang, Mr. T. F. Fung, Mr. T. Yasunaka, Mr. Y. Yasunaka, Mr. K. Fukuchi, Mr. M. Ohori, Mr. J. Nakakuma, Mr. and Mrs. S. Ohama, Mr. E. Yawata, Mr. Y. Oshikawa, Mr. E. Hamano, Mr. M. Mori, Mr. T. Kishihara, Mr. M. Uchio, Mr. I. Nishihara, Mr. K. Takaya, Mr. I. Kuchima, Mr. K. Kikuchi, Mr. H. Kishihara, Mr. H. Shibuya, Mr. K. Komatsu, Mr. S. Takenaka, Mr. N. Fukuda, Mr. S. Takenaka, Mrs. H. L. de Lelle, Miss W. Loureiro, Miss Loureiro, Rev. Paul Manua, Mr. K. Nakamoto, Miss S. E. Davis, Miss G. V. Mann, Miss I. D. Clarke, Mrs. R. M. O'day, Mr. J. K. Eaton, Mr. D. A. Penafiel, Mr. C. H. McHenry, Miss M. A. Cutter, Mr. Thomas John, Mr. E. D. Hopkins, Mr. Mateo Alcantara, Mr. and Mrs. E. Chesley, Miss A. Chesley, Mr. E. Chesley, Mr. P. N. Kaura, Mr. Bhag Singh.

MERCHANT SHIPS IN PORT.

The following merchant vessels were in port yesterday:—

British: *Kueichow*, *Hector*, *Philippines*, *Linan*, *Empress of Asia*, *Talma*, *Arafa*, *Foo Sing*, *Hainan*, *Kalgan*, *Taping*, *Radix*, *King Tuan*, *Sui Sang*, *Anhui*, *Protestant*, *Chekiang*, *Bonarty*, *Scintan*, *Taitoo*, *Tat Shing*, *Hupei*, *Hai Tang*, *Gorgistan*, *Sumatra*, *City of Bedford*.

Norwegian: *Hellas*, *Halldor*, *Dovre*, *Prominent*, *Hermud*, *Vestland*.

Portuguese: *Kong On*, *King On*.

Japanese: *Daka Maru*, *Kawachi Maru*, *Ginyo Maru*, *Altai Maru*, *Shingo Maru*.

Chinese: *Tai Fook Sing*, *Tung Fu*, *Heng On*, *Chung Wao*, *Chung Kong*, *Hsin Foo Sing*, *Chuan Chai*, *Sun Sai Kai*, *Poo Tye*, *Yan On*, *Hung Chow*, *Tejo*, *Haimun*, *Gen H. Knox*, *Man Sun*.

Dutch: *Ombilin*, *Cremer*, *Tjibodas*, *Tjibodas*, *Hong Kong*, *Jan*, *Hankow*, *Otto*, *Fulcaus*.

Danish: *Clara Jensen*.

French: *Taiposiet*.

German: *Borri*, *Oldenburg*.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	5.46 a.m.	7.11 p.m.
To-morrow	5.46	7.11
Friday	5.47	7.11

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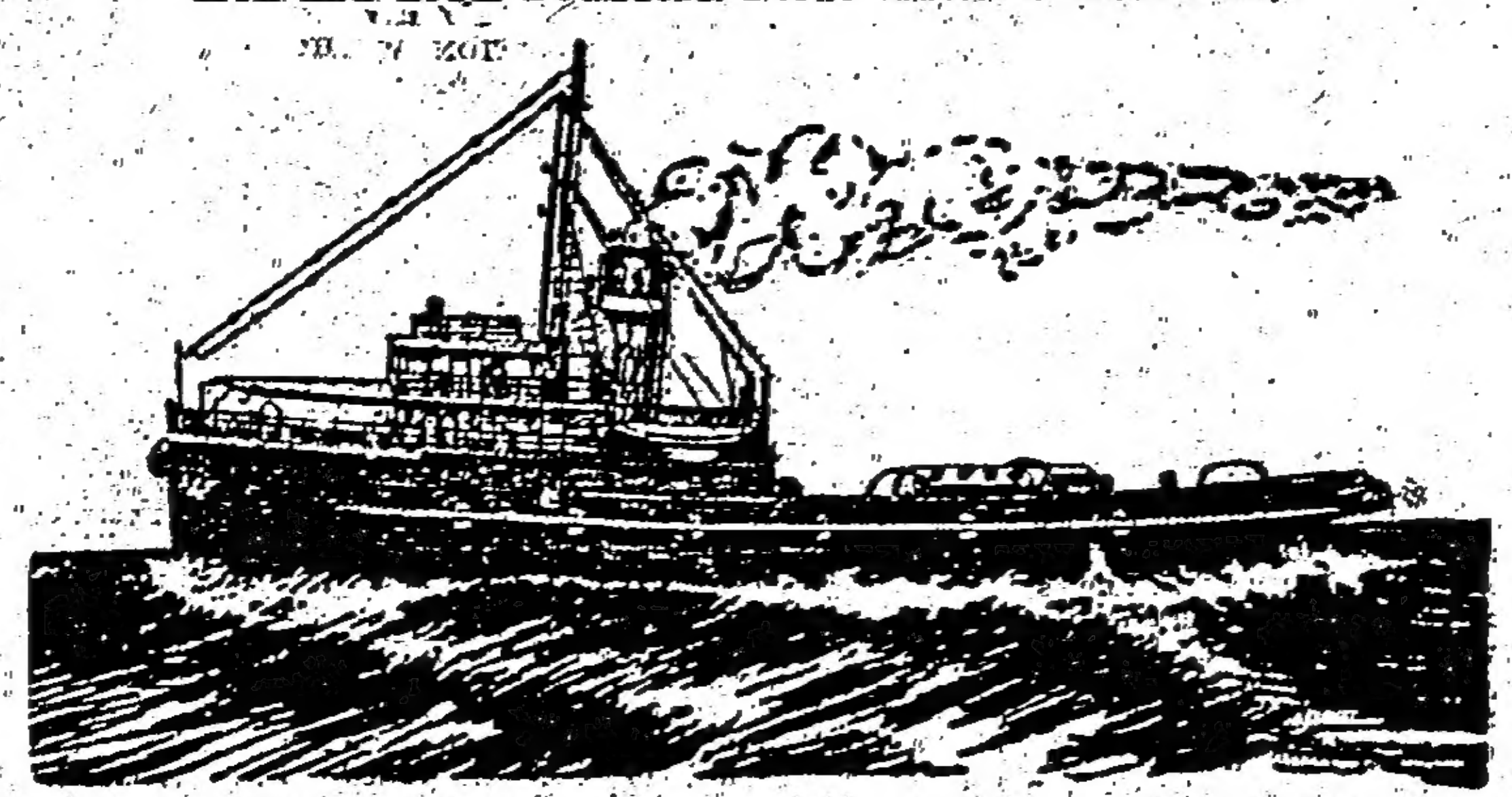
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INDO-CHINA

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SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "CHAKSANG" "YATSHING" "KWONGSANG"	Wed., 11th July, at Noon Sun., 15th July, at Noon Wed., 18th July, at Noon Sun., 22nd July, at Noon
OSAKA via AMOI, S'HAL, MOI & KOBE	"HOSANG"	Fri., 13th July, at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"KUTSANG" "NAMSANG" "KUMSANG"	Fri., 20th July, at 7 a.m. Fri., 3rd Aug., at 7 a.m. Thurs., 16th Aug., at 7 a.m.
CANTON	"WAISHING"	Wed., 11th July, at 8 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wed., 25th July, at 3 p.m.
SINGAPORE	"YUENSANG"	Thurs., 19th July, at 3 p.m.
SANDAKAN	"KINSANG"	Wed., 25th July, at 3 p.m.
TIENTSIN	"CHEONGSHING"	Thurs., 12th July, at 3 p.m.

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Steamship "GLENSHANE"	(via Oran)	12th Aug.
Motor Vessel "GLENOGLE"	(via Oran)	11th Sept.
Motor Vessel "GLENAFF"	(via Oran)	31st Oct.

TO SHANGHAI, KORE, YOKOHAMA & VLADIVOSTOCK

Steamship "CARDIGANSHIRE"	15th July
Motor Vessel "GLENOGLE"	30th July
Motor Vessel "GLENAFF"	10th Aug.
Motor Vessel "GLENGARRY"	1st Sept.

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Pass. S.S. "COBLENZ"	departure 29th July
Freight S.S. "Grandon"	departure 11th August
Pass. S.S. "FULDA"	departure 24th August
Freight S.S. "Ludwigshafen"	departure 31st August

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Freight S.S. "Ludwigshafen"	due here 23rd July
Pass. S.S. "FULDA"	due here 30th July
Freight S.S. "Oder"	due here 15th August

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Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF CANADA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF RUSSIA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF CANADA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF RUSSIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF CANADA	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF CANADA	Jan. 18	Jan. 21	Jan. 24	Jan. 26	Feb. 5
EMPEROR OF RUSSIA	Feb. 8	Feb. 11	Feb. 14	Feb. 16	Feb. 25

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July 31	Aug. 2	EMPEROR OF CANADA	Aug. 3
Aug. 21	Aug. 23	EMPEROR OF RUSSIA	Aug. 24

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SIBERIA MARU (Call Keelung) ... Tuesday, 24th July

TAIYO MARU ... Wednesday, 8th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KAMO MARU ... Saturday, 14th July

KATORI MARU ... Saturday, 28th July

SYDNEY & MELBOURNE via Manila & Port.

KI MARU ... Wednesday, 25th July

MISHIMA MARU ... Wednesday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

AWA MARU ... Friday, 12th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 12th July

SOUTH AMERICA (East Coast) via Singapore, Cebu

Town & Ports:

KAMAKURA MARU ... Wednesday, 11th July

NEW YORK and/or BOSTON via PANAMA.

LIVERPOOL via Fort Said, Genoa & Marseilles.

DURBAN MARU ... Wednesday, 11th July

CAIRO via Singapore, Penang & Bangkok.

HAKODATE MARU ... Wednesday, 18th July

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 20th July

SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU ... Saturday, 14th July

MURORAN MARU (Mojito direct) ... Wednesday, 18th July

HAKONE MARU ... Monday, 23rd July

+ Cargo only. Subject to alteration without notice.

NIPPON YUSEN KAISHA

Telephone Central No. 292 (Private exchanges to all Dept.).



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(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

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Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 19th July.

Offers excellent Saloon accommodation.

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In connection with the Royal Packet, N.Y. Co.'s (R.P.M.) Service to destinations in the Netherlands East Indies and Australia.

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Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

GENERAL INCREASE OF CARGO.

BRITISH THROUGH FREIGHTS GOOD.

The general cargo returns for Hong Kong and ports beyond showed a very satisfactory increase over the previous day's returns. The British imports were not very high, but through cargo was very good with an average of over 3,000 tons per vessel. Fourteen arrivals and twelve departures were shown for the 24 hours ended at 9 a.m. yesterday and British ships headed the list with six arrivals and five departures.

Fourteen vessels discharged cargo for this port amounting to 22,428 tons. Six British ships were responsible for 3,291 tons, and the best cargo return was shown by the s.s. *Ambika* (Dutch) from Surabaya with 7,490 tons of sugar. The s.s. *Saki Maru* also discharged 6,757 tons of coal from Karatsu.

Through freights were high with a total of 28,494 tons. Six British vessels carried 19,193 tons with the s.s. *Philoctetes* (British) as best carrier with 8,400 tons of general cargo from Swatara and Singapore. The s.s. *Oldenburg* (German) from Hamburg and Singapore had 6,400 tons of general cargo.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	8	5
Japanese	2	2
Norwegian	1	1
Chinese	1	2
Dutch	9	1
German	2	0
American	0	1
Total	14	12

VESSELS EXPECTED.

American Mail Line.

President Grant, July 16th.

Australia-Oriental Line.

Changteh, August 7th.

Taipei, September 7th.

Bank Line.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Hartford, August 4th.

City of Halifax, August 17th.

City of Khio, September 1st.

City of Lincoln, September 14th.

City of Edinburgh, October 10th.

British India and Apcar Lines.

Talamba, July 13th.

Takliu, July 21st.

Talpa, August 1st.

Walfield, August 5th.

Talawa, August 8th.

East Asiatic Co., Copenhagen.

Danmark, to-morrow.

Siam, July 20th.

Jawa, July 28th.

Eastern and Australian Lines.

Tanda, August 6th.

St. Albans, September 3rd.

Arafura, October 1st.

Glad Line.

Pemroke, to-day.

Cardigan, July 14th.

Glendole, July 20th.

Glengarry, August 10th.

Carmarthenshire, August 20th.

Glengarry, September 1st.

Sole Funnel Line.

Hector, to-day.

Vingchow, July 17th.

Achilles, July 24th.

Perseus, July 24th.

Talhybicus, July 24th.

Theraps, July 24th.

Dardanus, July 27th.

Arcton, July 30th.

Hellas, August 6th.

Phenix, August 8th.

Calcutta, August 11th.

Teucer, August 14th.

Automedon, August 17th.

Antiochus, August 20th.

Philoctetes, August 21st.

Elpenor, August 22nd.

Sarpedon, August 23rd.

Tyndarus, September 2nd.

Orontes, August 31st.

Menelaus, September 7th.

Eurylochus, September 8th.

Atchion, September 12th.

Telamon, September 12th.

Patroclus, September 12th.

Proteus, September 25th.

Matopio, September 25th.

Atyphus, October 9th.

Adriatic, October 17th.

Antenor, October 18th.

Agapenor, October 18th.

Izium, November 6th.

Hamburg-Amerika Line and

Hugo Stinnes Line.

Saarland, July 16th.

Urdal, July 27th.

Heidelberg, August 5th.

Rheinland, August 20th.

Havens, August 31st.

Java-China-Japan Line.

Tjikini, July 13th.

Tjikarom, July 16th.

Tjikembang, July 19th.

Tjikpanas, July 19th.

Tjikondari, July 23rd.

Tjikobek, July 30th.

Tjikanoek, July 30th.

Tjikarang, August 2nd.

Message Lines.

Andre Lebon, July 17th.

Anger, July 17th.

St. Louis-Bis, July 22nd.

Cheoncaus, July 31st.

Portor, August 14th.

Athos II., August 25th.

Nippon Yusen Kaisha.

Kamakura Maru, to-day.

Kako Maru, July 13th.

Kamo Maru, July 13th.

Hakodate Maru, July 17th.

Siberia Maru, July 17th.

Mishima Maru, July 19th.

Aki Maru, July 24th.

Seiyo Maru, July 28th.

Katori Maru, July 27th.

Tatsumo Maru, July 30th.

Bingo Maru, July 31st.

Anyo Maru, August 1st.

Atsuta Maru, August 4th.

Tengo Maru, August 14th.

Delagoa Maru, August 17th.

Mishima Maru, August 21st.

Kashima Maru, August 24th.

Korin Maru, August 28th.

Hakone Maru, September 7th.

Bokuyo Maru, September 10th.

Lyons Maru, September 16th.

Tango Maru, September 18th.

Rakuyo Maru, October 24th.

Peninsular and Oriental.

Kidderpore, July 13th.

Alipore, July 17th.

Rajputana, July 19th.

Rawalpindi, July 21st.

Nankin, July 28th.

Kalyan, August 2nd.

Kashmir, August 4th.

Naldra, August 10th.

Kashgar, August 30th.

Morea, September 13th.

Khio, September 27th.

Macedonia, October 13th.

Karima, October 19th.

Khyber, October 28th.

Malwa, November 9th.

Manila, December 7th.

DAILY WATERFRONT NEWS.

CAPTAIN SPINK'S LETTER.

WATERFRONT OPINIONS OF

S.S. "ROCHOW."

[BY LONGBOROUGH.]

No small interest was aroused by the publication of the letter from the master of the *Tai Ming* (Capt. Spinks) in which he criticised the decision of the Marine Court of Inquiry. The letter carried weight as it was written by one, who has had years of practical experience of the West River, and of the dangerous Wangmoon Bar.

Our representative interviewed a number of the masters of River boats, both on the West River, and Canton River runs. However, no two Captains held the same opinion of the decision of the Marine Inquiry. Some praised Captain Spink's letter, while others remarked that he made the Wangmoon Bar "black as it really was." One of the Captain's argument was very clear on this point. He intimated that the Bar was crossed once every four days by boats on the West River run, and seldom did mishaps occur. With a little caution and attention to the Chinese pilot the passage was not as hard as it was stated to be. Several masters agreed that the marks and buoys at the spot were low and insufficient.

Two Deaths On S.S. "Talpa."

The master of the s.s. *Talpa* (British) which arrived here yesterday from Calcutta and Singapore reports two deaths from bronchial pneumonia and heart failure. The vessel carried 1,363 Asiatic deck passengers.

Asiatic Deck Passengers.

Six vessels brought 3,427 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

Cable Laying In Hong Kong Harbour.

The following Notice to Mariners was issued by the Harbour Master yesterday:—"Cable-laying operations will take place between Star Ferry Pier, Hong Kong and Holt's Wharf, Kowloon, from Wednesday, 11th instant, until further notice. The vessel employed in this connection will carry the appropriate signal in accordance with International Collision Regulations."

SHIPPING MOVEMENTS.

The s.s. *Talamba* (B.I. and Apcar Line) will leave Amoy for Hong Kong to-morrow (Thursday) afternoon, and is due here on Friday afternoon. She will leave for Singapore, Penang and Calcutta at 2.30 p.m. on Sunday, July 15th.

Norddeutscher Lloyd, Bremen.

Ludwigshafen, July 23rd.

Kulda, July 30th.

Oder, August 15th.

Prince Line.

Malayan Prince, July 28th.

Royal Prince, August 22nd.

Swedish East Asiatic Co., Ltd.

Agra

